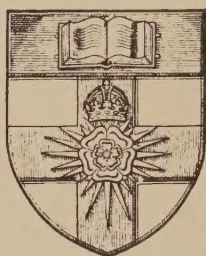


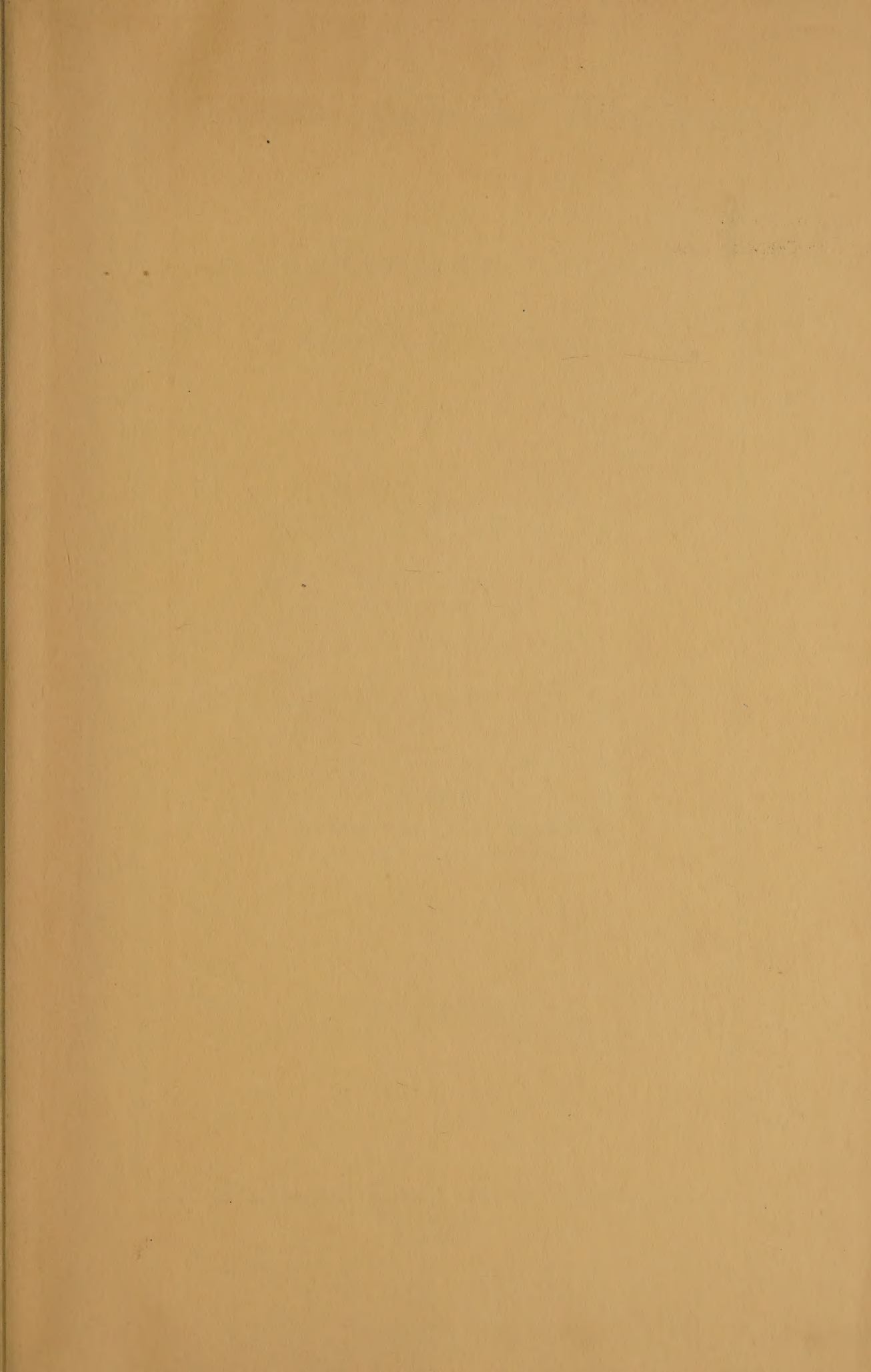
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Session

11 February 1890 — 18 August 1890.

VOL. LXVI.

1890.



ACCOUNTS AND PAPERS:

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T A B L E S

SHOWING THE

PROGRESS OF BRITISH MERCHANT SHIPPING.

Board of Trade, }
2 June 1890. }

H. G. CALCRAFT.

(*Sir Michael Hicks Beach.*)

Ordered by The House of Commons, to be Printed,
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UNITED KINGDOM—(FOREIGN TRADE). - - - - -

TONNAGE of SAILING and STEAM VESSELS of different NATIONALITIES, Entered and Cleared,
Years 1840, 1850, 1860,

NATIONALITY.	1840.	1850.	1860.	1870.	1875.	1880.	1881.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	6,490,485	9,442,544	13,914,923	25,072,180	30,944,744	41,348,984	41,543,259	1
FOREIGN SHIPS :—								
American (U.S.) - - - -	- -	- -	2,981,607	1,265,902	1,160,197	1,006,388	926,787	2
Austrian - - - - -	- -	- -	344,117	388,038	462,072	329,292	286,085	3
Belgian - - - - -	- -	- -	132,133	318,952	516,961	533,557	548,149	4
Danish - - - - -	- -	- -	759,987	753,040	1,084,291	1,384,699	1,267,757	5
Dutch - - - - -	- -	- -	567,390	531,837	758,157	1,170,463	1,173,138	6
French - - - - -	- -	- -	913,396	1,105,951	1,491,199	1,743,042	1,814,197	7
German - - - - -	- -	- -	2,314,255	1,763,433	2,948,799	3,173,835	3,221,694	8
Italian - - - - -	- -	- -	303,414	935,043	1,077,059	1,125,276	1,045,539	9
Norwegian - - - - -	- -	- -	1,456,764	2,774,348	3,451,445	4,051,768	3,573,643	10
Russian - - - - -	- -	- -	282,611	619,255	672,536	607,902	502,175	11
Spanish - - - - -	- -	- -	142,836	312,446	452,823	635,996	645,464	12
Swedish - - - - -	- -	- -	449,507	684,729	1,072,296	1,508,821	1,250,106	13
Other Countries - - - -	- -	- -	126,322	114,098	184,256	116,046	181,552	14
TOTAL FOREIGN - - - -	2,949,182	5,062,520	10,774,369	11,568,002	15,332,094	17,387,079	16,406,286	15
TOTAL BRITISH AND } FOREIGN - - - }	9,439,667	14,505,064	24,689,292	36,640,182	46,276,838	58,736,063	57,949,545	16

TABLE, No. 2. - - - - -

UNITED KINGDOM—(FOREIGN TRADE). - - - - -

TONNAGE of STEAM VESSELS of different NATIONALITIES, Entered and Cleared,
Years 1840, 1850, 1860,

NATIONALITY.	1840.	1850.	1860.	1870.	1875.	1880.	1881.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	663,048	1,802,955	4,186,620	13,341,058	20,932,484	30,976,037	32,617,091	1
FOREIGN SHIPS :—								
American (U.S.) - - - -	- -	- -	8,809	4,852	133,092	139,070	134,845	2
Austrian - - - - -	- -	- -	300	6,746	20,705	501	5,064	3
Belgian - - - - -	- -	- -	58,849	290,615	473,541	529,170	540,844	4
Danish - - - - -	- -	- -	29,829	101,053	385,877	643,924	629,080	5
Dutch - - - - -	- -	- -	123,242	165,490	463,219	940,558	963,694	6
French - - - - -	- -	- -	44,025	296,346	566,545	996,866	1,159,020	7
German - - - - -	- -	- -	389,318	446,765	1,147,717	1,438,467	1,566,642	8
Italian - - - - -	- -	- -	432	8,903	5,727	12,827	54,551	9
Norwegian - - - - -	- -	- -	18,115	28,517	130,511	201,897	237,872	10
Russian - - - - -	- -	- -	22,696	102,850	113,978	65,633	52,147	11
Spanish - - - - -	- -	- -	37,336	185,869	321,684	562,116	576,667	12
Swedish - - - - -	- -	- -	16,165	63,166	371,269	650,973	586,606	13
Other Countries - - - -	- -	- -	31,737	30,095	52,680	55,903	84,618	14
TOTAL FOREIGN - - - -	128,507	406,892	780,853	1,731,273	4,179,625	6,237,905	6,591,850	15
TOTAL BRITISH AND } FOREIGN - - - }	791,555	2,209,847	4,967,473	15,072,331	25,112,109	37,213,942	39,208,941	16

TABLE, No. 1.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the 1870, 1875, and 1880-89.

	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	43,670,361	47,039,079	46,671,701	46,389,055	46,078,299	47,940,937	50,395,254	52,469,654
2	719,621	582,400	437,647	520,353	392,268	292,055	264,148	325,610
3	259,225	259,002	217,793	188,145	112,492	131,678	157,297	125,796
4	699,665	582,212	520,695	560,976	620,726	663,847	662,609	702,394
5	1,550,481	1,537,960	1,594,629	1,487,310	1,463,675	1,458,362	1,573,360	1,760,130
6	1,253,039	1,322,909	1,333,219	1,479,716	1,486,970	1,795,665	2,087,219	1,920,296
7	1,999,297	2,001,421	1,972,390	1,877,726	1,782,752	1,756,003	1,977,149	1,867,569
8	3,554,395	3,746,120	3,684,049	4,007,422	3,535,926	3,550,159	3,607,050	3,956,315
9	949,091	884,958	844,597	723,749	537,845	569,716	575,901	456,150
10	4,003,833	4,094,400	3,917,252	3,934,748	3,848,860	3,893,231	4,096,643	4,737,211
11	589,779	453,235	491,912	484,805	429,616	492,151	435,380	513,119
12	705,911	900,046	945,377	929,815	952,066	940,613	1,007,168	1,208,198
13	1,410,302	1,867,569	1,334,535	1,408,350	1,386,076	1,442,064	1,432,631	1,401,681
14	216,255	190,442	306,717	289,472	213,506	226,293	247,336	265,772
15	17,820,894	17,922,674	17,600,821	17,892,587	16,762,778	17,211,837	18,123,891	19,420,241
16	61,491,255	64,961,753	64,272,522	64,281,642	62,841,077	65,161,774	68,519,145	71,889,895

TABLE, No. 2.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the 1870, 1875, and 1880-89.

	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	35,404,015	39,469,391	40,028,672	39,794,162	40,042,187	42,157,324	44,668,037	47,020,297
2	141,960	133,009	113,111	45,228	54,861	69,685	88,380	118,987
3	39,306	48,456	64,538	43,183	35,342	52,502	58,977	47,688
4	601,667	573,726	519,940	556,742	619,024	657,748	660,390	789,298
5	823,167	891,951	1,020,712	913,068	923,932	906,022	1,065,602	1,211,471
6	1,088,017	1,116,025	1,176,684	1,289,168	1,283,484	1,590,657	1,894,672	1,754,648
7	1,382,274	1,462,183	1,502,614	1,478,995	1,396,127	1,392,751	1,605,797	1,506,859
8	1,373,303	2,282,858	2,439,436	2,706,120	2,463,785	2,454,043	2,550,431	2,951,952
9	65,805	86,081	203,232	101,980	64,077	140,839	105,748	79,760
10	380,415	508,255	575,058	575,394	587,453	566,491	623,889	902,032
11	73,696	58,413	87,412	98,974	76,373	107,952	108,257	139,532
12	637,581	846,211	890,420	886,042	904,314	893,625	962,332	1,157,416
13	658,847	687,352	697,445	752,593	756,680	772,712	800,988	848,744
14	126,205	123,699	258,964	268,218	196,054	203,841	216,790	235,516
15	7,842,243	8,818,219	9,549,566	9,715,705	9,361,506	9,808,868	10,751,262	11,743,903
16	43,246,258	48,287,610	49,578,238	49,509,867	49,403,693	51,966,192	55,419,299	58,764,200

TABLE, No. 3.

UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS of different NATIONALITIES, Entered
Years 1840, 1850, 1860,

NATIONALITY.	1840.	1850.	1860.	1870.	1875.	1880.	1881.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	5,216,159	8,039,308	12,119,454	22,243,039	27,307,340	35,885,868	36,470,200	1
FOREIGN SHIPS:—								
American (U. S.) - - - -	829,052	1,215,225	2,734,381	1,134,215	1,062,034	882,277	855,737	2
Austrian - - - - -	* -	* -	316,511	356,701	373,962	260,923	234,834	3
Belgian - - - - -	77,015	71,775	112,537	305,384	450,935	461,078	478,703	4
Danish - - - - -	199,839	285,263	618,681	623,798	882,447	1,158,572	1,047,986	5
Dutch - - - - -	115,544	240,444	445,556	426,214	603,804	1,049,377	1,065,686	6
French - - - - -	196,677	369,624	616,410	785,658	1,052,732	1,133,630	1,125,639	7
German - - - - -	* -	* -	1,797,747	1,433,595	2,402,567	2,576,819	2,598,137	8
Italian - - - - -	* -	* -	275,688	811,903	871,696	884,206	803,664	9
Norwegian - - - - -	169,842	331,664	948,212	1,975,575	2,407,593	2,914,407	2,614,575	10
Russian - - - - -	105,348	163,254	242,673	538,443	543,938	470,336	392,983	11
Spanish - - - - -	15,228	46,328	128,181	293,800	421,075	584,721	600,047	12
Swedish - - - - -	52,563	125,649	566,700	591,985	914,206	1,310,707	1,095,614	13
Other Countries - - - -	520,566	1,132,140	115,187	94,370	159,338	106,029	147,596	14
TOTAL FOREIGN - - - -	2,281,674	3,981,366	8,718,464	9,381,641	12,146,327	13,793,082	13,091,201	15
TOTAL BRITISH AND FOREIGN - - - - }	7,497,833	12,020,674	20,837,918	31,624,680	39,453,667	49,678,950	43,948,701	16

* Included in "Other Countries."

TABLE, No. 4.

UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of STEAM VESSELS of different NATIONALITIES, Entered and Cleared,
1860, 1870, 1875,

NATIONALITY.	1860.	1870.	1875.	1880.	1881.	1882.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	3,976,852	11,825,002	18,593,757	27,052,131	28,732,062	30,870,805	1
FOREIGN SHIPS:—							
American (U. S.) - - - -	8,809	4,852	132,291	139,070	134,845	141,188	2
Austrian - - - - -	300	6,704	20,171	None	980	36,359	3
Belgian - - - - -	58,849	288,095	416,000	457,338	474,965	521,562	4
Danish - - - - -	29,652	92,561	326,498	536,417	523,438	677,009	5
Dutch - - - - -	122,838	161,062	363,007	875,774	900,938	964,680	6
French - - - - -	42,699	206,062	318,297	552,758	607,695	753,565	7
German - - - - -	344,950	399,673	950,861	1,149,645	1,239,320	1,473,799	8
Italian - - - - -	432	3,765	4,572	7,796	37,582	47,011	9
Norwegian - - - - -	18,115	27,052	98,749	138,276	164,566	295,735	10
Russian - - - - -	20,717	98,561	110,619	49,697	40,326	61,156	11
Spanish - - - - -	37,083	180,119	301,547	518,726	541,715	592,736	12
Swedish - - - - -	16,165	62,556	334,083	593,175	537,707	610,905	13
Other Countries - - - -	27,541	19,138	32,085	53,253	68,381	109,383	14
TOTAL FOREIGN - - - -	728,164	1,551,640	3,408,780	5,071,925	5,272,458	6,285,088	15
TOTAL BRITISH AND FOREIGN - - - - }	4,705,016	13,376,642	22,002,537	32,124,056	34,004,520	37,155,893	16

TABLE, No. 3.

UNITED KINGDOM—(FOREIGN TRADE).

and Cleared, with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the 1870, 1875, and 1880-89.

	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	38,203,006	41,321,716	40,155,906	40,644,647	40,286,630	42,426,695	44,242,526	45,843,549
2	657,146	545,471	387,253	486,331	366,295	278,335	235,581	293,059
3	225,960	223,464	195,853	166,063	101,599	120,521	131,017	107,269
4	527,302	497,528	460,944	488,181	549,252	505,589	491,346	593,319
5	1,280,305	1,277,189	1,275,818	1,244,046	1,178,193	1,197,877	1,243,754	1,425,996
6	1,127,157	1,204,242	1,215,685	1,353,982	1,384,673	1,504,862	1,799,922	1,760,978
7	1,237,150	1,347,294	1,237,699	1,167,919	1,175,354	1,221,986	1,407,637	1,445,825
8	2,913,885	3,010,469	2,822,220	3,169,648	2,745,629	2,736,695	2,785,007	3,011,558
9	768,950	703,636	617,759	559,283	437,949	461,063	467,980	386,783
10	3,004,560	3,020,601	2,898,803	2,969,505	2,914,961	2,980,007	3,179,688	3,599,151
11	468,741	360,181	387,729	381,294	349,900	407,512	356,924	433,080
12	657,433	809,043	880,621	840,242	868,956	866,216	931,968	1,088,564
13	1,255,617	1,199,462	1,181,499	1,261,713	1,260,831	1,298,115	1,272,727	1,372,101
14	186,695	163,182	252,558	249,337	170,647	166,974	195,545	205,469
15	14,310,906	14,361,762	13,814,441	14,337,544	13,504,239	13,743,752	14,499,096	15,723,152
16	49,561,401	52,513,912	55,683,478	53,970,347	54,982,191	53,790,869	58,741,622	61,566,701

TABLE, No. 4.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the Years and 1880-89.

	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	34,670,522	34,397,237	34,805,596	34,854,738	37,253,232	39,172,852	41,044,622
2	133,009	113,083	45,153	54,861	69,685	85,852	111,241
3	42,461	62,569	40,323	35,342	50,126	44,671	41,133
4	490,693	460,292	484,831	548,095	502,395	489,871	590,340
5	728,072	812,804	763,869	729,098	740,177	818,051	954,188
6	1,046,050	1,096,646	1,207,181	1,213,704	1,338,177	1,642,583	1,638,980
7	900,326	847,335	842,457	875,926	936,983	1,119,857	1,153,921
8	1,759,260	1,796,765	2,076,758	1,848,314	1,804,312	1,896,074	2,169,143
9	54,938	109,192	58,911	40,758	94,869	74,715	54,120
10	383,045	436,398	435,293	464,203	444,994	477,771	677,414
11	53,638	72,621	84,392	57,758	91,600	91,629	124,304
12	760,249	827,194	798,239	823,054	820,296	891,409	1,039,435
13	621,574	643,926	691,323	703,693	700,793	706,896	786,104
14	103,305	213,158	229,802	154,926	151,129	168,456	179,136
15	7,076,620	7,491,883	7,758,532	7,550,232	7,745,536	8,507,837	9,519,468
16	41,747,142	41,889,120	42,564,128	42,404,970	44,998,768	47,680,689	50,564,090

TABLE, No. 5.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared in the UNITED KINGDOM, the other NATIONAL and FOREIGN SHIPS, in each of the Years 1850,

YEARS.	TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.											
	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	9,442,524	65.1	-	-	1,050,307	7.5	† 462,884	43.4	-	-	-	-
1860 -	13,914,928	56.3	696,234	10.5	1,513,369	74.5	† 560,066	40.3	-	-	-	-
1870 -	23,072,180	68.4	784,006	11.2	2,263,288	70.0	1,374,433	31.8	-	-	* 1,255,150	35.9
1875 -	30,944,744	66.9	797,562	9.8	2,593,615	71.8	1,793,135	34.0	1,771,743	49.3	4,101,351	38.2
1877 -	34,765,907	67.5	610,574	8.2	2,630,680	66.5	2,267,595	34.1	2,090,545	53.4	4,371,401	37.2
1878 -	35,291,483	68.4	1,601,364	12.2	2,745,242	70.0	2,254,135	36.0	2,179,728	58.0	4,314,426	37.8
1879 -	37,433,991	71.0	1,698,976	13.5	2,557,748	70.5	2,208,871	35.4	2,172,578	54.8	4,652,321	37.0
1880 -	41,348,984	70.4	1,134,914	11.4	2,716,928	68.2	2,563,909	37.2	2,351,554	52.7	5,108,571	30.1
1881 -	41,543,259	71.7	908,658	10.6	2,763,599	67.4	2,478,266	35.4	2,424,199	49.0	5,161,297	40.0
1882 -	43,670,361	71.0	939,376	9.2	2,967,584	66.5	3,027,660	35.5	2,902,586	54.0	5,718,750	40.8
1883 -	47,039,079	72.4	807,170	7.4	3,060,695	66.6	3,240,984	36.3	3,100,162	52.4	6,301,760	40.0
1884 -	46,671,701	72.6	892,864	8.5	2,895,879	65.6	3,131,731	36.1	3,174,537	53.8	6,918,931	41.0
1885 -	46,389,055	72.2	944,084	8.7	3,030,773	64.0	3,301,450	36.6	3,241,740	52.5	6,986,942	42.2
1886 -	46,078,299	73.3	956,136	9.6	3,023,345	64.5	3,172,012	35.8	3,206,935	54.2	6,978,818	42.8
1887 -	47,949,937	73.6	991,814	7.9	3,104,778	65.5	3,442,169	37.1	3,461,643	53.3	7,497,318	43.3
1888 -	50,395,254	73.5	982,628	6.6	3,033,264	64.2	3,512,875	35.1	3,450,950	51.1	7,865,803	41.7
1889 -	52,469,654	73.0	-	-	-	-	-	-	-	-	-	-
YEARS.	TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.											
	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	5,062,520	34.0	-	-	346,639	24.8	† 604,002	56.6	-	-	-	-
1860 -	10,774,369	43.7	3,518,540	83.5	516,667	25.5	† 828,386	59.7	-	-	-	-
1870 -	11,568,002	31.6	6,281,096	88.8	967,753	30.0	2,954,151	68.2	-	-	* 2,234,097	64.1
1875 -	13,332,094	33.1	7,360,866	90.2	1,037,165	28.2	3,486,714	66.0	1,823,049	50.7	6,640,632	61.8
1877 -	16,765,170	32.5	7,207,246	91.8	1,323,599	33.5	4,384,572	65.9	1,823,013	46.6	7,362,438	62.8
1878 -	16,303,596	31.6	11,488,984	87.8	1,171,854	30.0	4,017,031	64.0	1,576,166	42.0	7,113,081	62.2
1879 -	15,281,459	29.0	10,906,868	86.5	1,068,992	29.5	4,031,864	64.6	1,795,433	45.2	7,718,664	62.4
1880 -	17,387,079	29.6	8,840,418	88.6	1,268,549	31.8	4,330,246	62.8	2,109,940	47.3	7,957,841	60.9
1881 -	16,406,286	28.3	7,657,710	83.4	1,338,369	32.6	4,527,988	64.6	2,519,502	51.0	7,734,938	60.0
1882 -	17,820,894	29.0	9,31,334	90.8	1,495,955	33.5	5,510,024	64.5	2,466,991	46.0	8,292,003	59.2
1883 -	17,922,674	27.6	10,097,556	92.6	1,537,797	33.4	5,077,558	63.7	2,816,990	47.6	9,430,628	60.0
1884 -	17,600,821	27.4	9,660,866	91.5	1,777,597	34.4	5,544,529	63.9	2,812,081	46.2	9,972,383	59.0
1885 -	17,892,587	27.8	9,848,810	91.3	1,706,976	36.0	5,714,985	63.4	2,935,035	47.5	9,562,992	57.8
1886 -	16,762,778	26.7	9,049,366	90.4	1,663,494	35.5	5,888,418	64.2	2,705,861	45.8	9,341,008	57.2
1887 -	17,211,837	26.4	11,513,254	92.1	1,637,942	34.5	5,839,310	62.9	3,032,761	46.7	9,810,764	56.7
1888 -	18,123,801	26.5	13,801,470	93.4	1,692,017	35.8	6,491,990	64.9	3,297,904	48.9	11,010,363	58.3
1889 -	19,420,241	27.0	-	-	-	-	-	-	-	-	-	-
TOTALS.												
YEARS.	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	
1850 -	14,505,064	-	-	-	1,396,945	-	† 1,066,886	-	-	-	-	-
1860 -	24,689,292	-	-	-	2,030,036	-	† 1,388,452	-	-	-	-	-
1870 -	36,640,182	-	7,015,102	-	3,231,041	-	4,328,584	-	-	-	* 3,489,247	-
1875 -	46,276,838	-	8,158,428	-	3,630,780	-	5,279,849	-	3,594,792	-	10,741,983	-
1877 -	51,531,077	-	7,847,820	-	3,954,279	-	6,652,167	-	3,913,558	-	11,733,839	-
1878 -	51,595,979	-	13,090,348	-	3,917,096	-	6,271,166	-	3,755,894	-	11,427,507	-
1879 -	52,715,450	-	12,605,844	-	3,626,740	-	6,240,735	-	3,968,011	-	12,370,985	-
1880 -	58,736,063	-	9,975,332	-	3,985,477	-	6,894,155	-	4,461,494	-	13,066,412	-
1881 -	57,949,545	-	8,566,368	-	4,101,968	-	7,006,254	-	4,943,701	-	12,896,235	-
1882 -	61,491,255	-	10,249,710	-	4,463,539	-	8,537,684	-	5,369,577	-	14,010,753	-
1883 -	64,961,753	-	10,904,726	-	4,598,492	-	8,918,542	-	5,917,152	-	15,732,388	-
1884 -	64,272,522	-	10,553,730	-	5,173,476	-	8,676,260	-	6,086,618	-	16,891,314	-
1885 -	64,281,642	-	10,792,894	-	4,737,749	-	9,016,435	-	6,176,775	-	16,549,934	-
1886 -	62,841,077	-	10,005,502	-	4,686,839	-	8,860,430	-	5,912,796	-	16,319,826	-
1887 -	63,161,774	-	12,505,068	-	4,742,720	-	9,281,479	-	6,494,404	-	17,308,082	-
1888 -	68,519,145	-	14,784,098	-	4,725,281	-	10,004,865	-	6,747,954	-	18,876,166	-
1889 -	71,889,895	-	-	-	-	-	-	-	-	-	-	-

* Exclusive of Hamburg and Bremen.

† With cargoes only.

TABLE, No. 6.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE, STEAM SHIPPING).

TONNAGE of STEAM VESSELS Entered and Cleared in the UNITED KINGDOM, the other PRINCIPAL and FOREIGN SHIPS, in each of the Years.

YEARS.	TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.											
	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	1,802,955	81·5	-	-	-	-	-	-	-	-	-	-
1860 -	4,186,620	84·3	-	-	-	-	-	-	-	-	-	-
1870 -	13,341,058	88·5	-	-	124,966	25·2	-	-	-	-	*170,406	15·0
1875 -	20,932,484	83·3	472,418	10·2	285,829	40·9	725,758	38·5	1,117,018	55·7	2,050,552	31·3
1877 -	23,781,454	83·6	290,736	5·7	323,995	36·1	1,059,571	40·7	1,396,015	63·4	2,306,296	20·9
1878 -	25,441,200	83·3	1,245,702	13·7	364,485	40·1	1,128,832	43·7	1,502,972	65·0	2,487,666	33·0
1879 -	27,505,017	83·4	1,352,340	14·6	414,111	44·3	1,061,754	40·1	1,506,404	62·8	2,705,953	32·3
1880 -	30,976,037	83·2	751,494	10·8	454,087	40·8	1,210,423	39·8	1,663,167	61·3	3,024,546	34·4
1881 -	32,617,091	83·2	579,324	9·1	526,120	41·3	1,232,574	37·6	1,755,443	57·3	3,341,450	36·6
1882 -	35,404,015	81·9	608,114	7·7	662,029	42·4	1,566,606	36·7	2,213,078	61·5	3,879,841	38·1
1883 -	39,469,391	81·7	514,396	5·8	820,649	44·7	1,845,147	37·0	2,434,428	58·3	4,516,483	37·5
1884 -	40,028,672	80·7	623,198	7·0	1,014,021	44·9	1,896,050	35·1	2,523,230	58·8	5,283,397	39·6
1885 -	39,794,162	80·4	719,342	7·8	944,841	43·5	2,088,378	35·8	2,607,776	57·0	5,428,301	40·9
1886 -	40,042,187	81·1	678,988	8·0	1,017,580	45·4	2,064,171	34·2	2,646,442	58·1	5,527,619	41·6
1887 -	42,157,324	81·1	682,134	6·3	1,130,453	47·9	2,214,387	35·3	2,875,683	55·9	6,037,906	42·5
1888 -	44,668,037	80·6	693,180	5·3	1,116,925	46·3	2,192,516	32·4	2,859,979	53·8	6,527,342	41·5
1889 -	47,020,297	80·0	-	-	-	-	-	-	-	-	-	-

TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.												
1850 -	406,892	18·5	-	-	-	-	-	-	-	-	-	-
1860 -	780,853	15·7	-	-	-	-	-	-	-	-	-	-
1870 -	1,731,273	11·5	-	-	370,179	74·8	-	-	-	-	*960,430	85·0
1875 -	4,179,625	16·7	4,136,842	89·8	412,301	59·1	1,159,786	61·5	887,234	44·3	4,513,399	68·7
1877 -	4,673,618	16·4	4,770,966	94·3	574,158	63·9	1,541,191	59·3	806,611	36·6	5,168,301	69·1
1878 -	5,115,514	16·7	7,858,468	86·3	543,782	59·9	1,456,155	56·3	806,838	35·0	5,042,509	67·0
1879 -	5,471,997	16·6	7,884,194	85·4	520,416	55·7	1,584,847	59·9	892,873	37·2	5,660,264	67·7
1880 -	6,237,905	16·8	6,176,456	89·2	659,521	59·2	1,827,173	60·2	1,051,706	38·7	5,762,090	65·6
1881 -	6,591,850	16·8	5,789,002	90·9	748,843	58·7	2,047,688	62·4	1,306,401	42·7	5,790,516	63·4
1882 -	7,842,243	18·1	7,286,196	92·3	899,598	57·6	2,700,400	63·3	1,387,834	38·5	6,308,058	61·9
1883 -	8,818,219	18·3	8,427,856	94·2	1,014,209	55·3	3,137,071	63·0	1,743,111	41·7	7,523,221	62·5
1884 -	9,549,566	19·3	8,263,854	93·0	1,245,051	55·1	3,510,473	64·9	1,766,662	41·2	8,063,261	60·4
1885 -	9,715,705	19·6	8,538,916	92·2	1,228,355	56·5	3,738,775	64·2	1,963,376	43·0	7,859,641	59·1
1886 -	9,361,506	18·9	7,835,830	92·0	1,225,687	54·6	3,964,801	65·8	1,907,862	41·9	7,748,400	58·4
1887 -	9,808,868	18·9	10,083,14	93·7	1,230,382	52·1	4,061,514	64·7	2,180,738	43·1	8,168,973	57·5
1888 -	10,751,262	19·4	12,368,750	94·7	1,286,148	53·7	4,569,826	67·6	2,459,556	46·2	9,198,886	58·5
1889 -	11,743,903	20·0	-	-	-	-	-	-	-	-	-	-

TOTALS.

	UNITED KINGDOM.	RUSSIA (IN EUROPE).	NORWAY.	SWEDEN.	DENMARK.	GERMANY.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1850 -	2,209,847	-	-	-	-	-
1860 -	4,967,473	-	-	-	-	-
1870 -	15,072,331	-	495,145	-	-	*1,130,836
1875 -	25,112,109	4,609,260	698,130	1,885,544	2,004,252	6,563,951
1877 -	28,455,072	5,061,702	898,153	2,600,762	2,202,626	7,474,597
1878 -	30,556,714	9,104,170	908,267	2,584,987	2,309,810	7,530,175
1879 -	32,977,014	9,236,534	934,527	2,646,601	2,399,277	8,368,217
1880 -	37,213,942	6,927,950	1,113,608	3,037,596	2,714,873	8,786,636
1881 -	39,208,941	6,868,326	1,274,963	3,280,262	3,061,844	9,131,966
1882 -	43,246,258	7,894,310	1,561,627	4,267,006	3,600,912	10,187,899
1883 -	48,287,610	8,942,252	1,834,858	4,982,218	4,177,539	12,039,704
1884 -	49,578,238	8,887,052	2,259,072	5,406,523	4,289,892	13,346,658
1885 -	49,509,867	9,258,258	2,173,196	5,827,153	4,571,152	13,287,942
1886 -	49,403,693	8,514,818	2,243,267	6,028,972	4,554,304	13,276,019
1887 -	51,966,192	10,765,318	2,360,835	6,275,901	5,056,421	14,206,879
1888 -	55,419,299	13,061,930	2,397,073	6,762,342	5,319,535	15,726,228
1889 -	58,764,200	-	-	-	-	-

* Exclusive of Hamburg and Bremen.

TABLE, No. 6.

PRINCIPAL MARITIME COUNTRIES.—(FOREIGN TRADE, STEAM SHIPPING).

MARITIME COUNTRIES of EUROPE, and the UNITED STATES, distinguishing between NATIONAL 1850, 1860, 1870, 1875, and 1877-89.—(With Cargoes and in Ballast.)

TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.

HOLLAND.		FRANCE.		PORTUGAL.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
35,029	18·8	306,939	30·8	-	-	-	-	-	-	1850
272,560	31·2	1,012,373	40·0	-	-	-	-	-	-	1860
355,398	19·1	2,189,649	32·1	56,817	5·2	781,624	19·7	1,658,577	33·8	1870
664,704	21·2	3,365,869	32·5	134,757	3·2	861,248	17·6	2,311,840	26·9	1875
922,986	23·3	4,086,984	34·9	132,482	3·5	1,097,082	22·0	2,205,058	24·2	1877
1,188,260	27·2	4,464,091	32·7	129,696	3·5	1,509,439	27·9	2,289,437	21·5	1878
1,372,808	29·2	4,741,385	32·4	110,373	2·6	1,516,689	24·1	2,241,082	17·4	1879
1,429,902	29·0	5,719,170	35·6	139,390	3·1	1,698,687	23·3	2,354,675	15·5	1880
1,469,675	28·0	6,272,129	36·3	115,132	2·4	1,290,824	19·2	2,481,353	14·2	1881
1,638,684	25·9	7,063,646	36·8	129,928	2·4	1,505,009	18·8	2,715,943	15·8	1882
1,733,911	27·7	8,154,052	37·8	127,146	2·1	1,484,481	16·4	2,611,036	16·4	1883
1,803,364	26·3	7,727,153	37·4	204,308	3·1	1,420,674	17·0	2,571,364	18·4	1884
2,077,634	29·8	8,147,241	38·2	241,245	3·9	1,436,874	15·4	2,577,467	17·7	1885
2,105,725	30·4	8,555,540	38·1	178,427	3·0	1,564,174	15·4	2,671,980	18·4	1886
2,520,426	30·9	9,108,261	38·7	222,382	3·7	1,853,918	15·8	2,807,821	16·9	1887
2,834,307	31·3	9,162,773	38·8	265,028	3·7	2,056,275	18·1	3,271,225	19·8	1888
-	-	-	-	-	-	-	-	3,680,733	20·6	1889

TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.

368,417	81·2	690,987	69·2	-	-	-	-	-	-	1850
601,433	68·8	1,517,782	60·0	-	-	-	-	-	-	1860
1,507,854	80·9	4,623,239	67·9	1,012,961	94·8	3,184,672	80·3	3,248,614	66·2	1870
2,472,100	73·8	6,990,322	67·5	4,078,663	96·8	4,029,660	82·4	6,276,148	73·1	1875
3,043,612	76·7	7,521,366	65·1	3,692,601	96·5	3,891,907	78·0	6,888,389	75·8	1877
3,182,234	72·8	9,176,803	67·3	3,629,310	96·5	3,897,905	72·1	8,335,122	78·5	1878
3,324,757	70·8	9,866,843	67·6	4,130,253	97·4	4,779,328	75·9	10,653,177	82·6	1879
3,503,525	71·0	10,334,177	64·4	4,417,192	96·9	5,599,139	76·7	12,795,797	84·5	1880
3,773,106	72·0	10,997,305	63·7	4,765,877	97·6	5,418,758	80·8	14,963,173	85·8	1881
4,692,644	74·1	12,130,321	63·2	5,229,518	97·6	6,489,741	81·2	14,452,521	84·2	1882
4,523,482	72·3	13,395,696	62·2	5,805,296	97·9	7,533,376	83·6	13,307,667	83·6	1883
5,041,498	73·7	12,908,854	62·6	6,308,749	96·9	6,962,448	83·0	11,420,881	81·6	1884
4,887,978	70·2	13,192,556	61·8	5,948,075	96·1	7,869,097	84·6	11,998,373	82·3	1885
4,826,958	69·6	13,928,181	61·9	5,834,100	97·0	8,571,451	84·6	11,842,477	81·6	1886
5,648,940	69·1	14,401,876	61·3	5,795,528	96·3	9,896,358	84·2	13,810,631	83·1	1887
6,234,738	68·7	14,896,123	61·2	6,317,250	96·3	9,320,832	81·9	13,267,563	80·2	1888
-	-	-	-	-	-	-	-	14,209,746	79·4	1889

TOTALS.

HOLLAND.	FRANCE.	PORTUGAL.	ITALY.	UNITED STATES.†	
Tons.	Tons.	Tons.	Tons.	Tons.	
453,446	997,926	-	-	-	1850
873,993	2,530,155	-	-	-	1860
1,863,252	6,811,888	1,099,778	3,966,296	4,907,191	1870
3,136,804	10,356,191	4,213,420	4,890,908	8,557,988	1875
3,966,598	11,558,350	3,825,083	4,988,989	9,093,447	1877
4,370,494	13,640,894	3,759,006	5,407,344	10,624,559	1878
4,697,565	14,608,228	4,240,626	6,296,017	12,894,259	1879
4,933,427	16,053,347	4,556,582	7,297,826	15,150,472	1880
5,242,781	17,269,434	4,881,009	6,709,582	17,444,526	1881
6,331,328	19,193,967	5,359,416	7,994,750	17,168,464	1882
6,259,393	21,549,748	5,932,442	9,067,857	15,918,703	1883
6,844,862	20,636,007	6,513,057	8,383,122	13,992,245	1884
6,965,632	21,339,797	6,189,320	9,305,971	14,575,840	1885
6,932,683	22,483,721	6,012,527	10,135,625	14,514,457	1886
8,169,366	23,510,137	6,017,910	11,750,276	16,618,452	1887
9,069,045	24,058,896	7,082,278	11,377,107	16,538,788	1888
-	-	-	-	17,890,479	1889

† Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 7. - - - - -

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE). - - -

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared in the UNITED KINGDOM, the
between BRITISH and OTHER SHIPS, in each of the Years

TONNAGE of BRITISH SHIPS and Proportion to Total Tonnage. - - -										
YEARS.	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	9,442,524	1	-	-	13,895	1.0	-	-	-	-
1860 -	13,914,923	56.3	-	-	40,180	2.0	-	-	-	-
1870 -	25,072,180	68.4	-	-	374,638	11.6	-	-	-	-
1875 -	30,944,744	66.9	3,077,566	37.7	308,883	8.5	599,755	11.4	*4,050,026	31.9
1877 -	34,765,007	67.5	3,378,970	43.1	451,307	11.4	760,655	11.5	*4,645,385	33.3
1878 -	35,291,488	68.4	5,683,118	43.4	390,207	10.0	563,571	9.0	4,243,260	37.1
1879 -	37,433,991	71.0	5,560,136	44.1	374,142	10.3	731,457	11.7	4,729,049	38.2
1880 -	41,348,984	70.4	-	-	471,979	11.8	928,553	13.5	4,984,473	38.1
1881 -	41,543,259	71.7	3,658,612	42.7	568,997	13.9	918,265	13.1	4,967,728	38.5
1882 -	43,670,361	71.0	-	-	542,066	12.2	1,053,382	12.3	5,004,182	35.7
1883 -	47,039,079	72.4	5,187,118	47.6	602,173	13.1	1,434,950	16.1	5,850,517	37.2
1884 -	46,671,701	72.6	4,830,084	45.8	626,186	12.1	1,564,440	18.0	6,065,225	35.9
1885 -	46,389,055	72.2	5,360,654	49.7	654,039	13.8	1,643,256	18.2	5,663,927	34.2
1886 -	46,078,299	73.3	4,836,646	48.3	676,165	14.4	1,747,228	19.7	5,585,682	34.2
1887 -	47,949,937	73.6	6,405,530	51.2	665,577	14.0	1,791,944	19.3	5,893,130	34.0
1888 -	50,895,254	73.5	8,351,628	56.5	723,492	15.3	2,127,413	21.3	6,924,150	36.7
1889 -	52,469,654	73.0	-	-	-	-	-	-	-	-

TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage. - - -

1850 -	5,062,52	34.9	-	-	1,383,050	99.0	-	-	-	-
1860 -	10,774,369	43.7	-	-	1,989,856	98.0	-	-	-	-
1870 -	11,568,002	31.6	-	-	2,866,403	88.4	-	-	-	-
1875 -	15,332,094	33.1	5,080,862	62.3	3,321,897	91.5	4,680,094	88.6	*8,672,684	68.1
1877 -	16,765,170	32.5	4,468,850	56.9	3,502,972	88.6	5,891,512	88.5	*9,296,879	66.7
1878 -	16,303,596	31.6	7,407,230	56.6	3,526,869	90.0	5,707,595	91.0	7,184,247	62.9
1879 -	15,281,459	29.0	7,046,708	55.9	3,252,598	89.7	5,509,278	88.3	7,641,936	61.8
1880 -	17,887,079	29.6	-	-	3,513,498	88.2	5,965,602	86.5	8,081,939	61.9
1881 -	16,406,286	28.3	4,907,756	57.3	3,532,971	86.1	6,087,989	86.9	7,928,507	61.5
1882 -	17,820,894	29.0	-	-	3,920,638	87.8	7,484,302	87.7	9,008,571	64.3
1883 -	17,922,674	27.6	5,717,608	52.4	3,996,319	86.9	7,883,592	83.9	9,881,871	62.8
1884 -	17,600,821	27.4	5,725,646	54.2	4,547,290	87.9	7,111,820	82.0	10,826,089	64.1
1885 -	17,892,587	27.8	5,432,240	50.3	4,083,710	86.2	7,373,179	81.8	10,886,007	65.8
1886 -	16,762,778	26.7	5,168,656	51.7	4,016,174	85.6	7,113,202	80.3	10,734,144	65.8
1887 -	17,211,837	26.4	6,099,538	48.8	4,077,143	86.0	7,489,535	80.7	11,414,952	66.0
1888 -	18,123,891	26.5	6,432,470	43.5	4,001,789	84.7	7,877,452	78.7	11,952,016	63.3
1889 -	19,420,241	27.0	-	-	-	-	-	-	-	-

T O T A L S. - - - - -

	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
1850 -	14,505,064	-	-	-	1,396,945	-	-	-	-	-
1860 -	24,689,292	-	4,214,774	-	2,030,036	-	-	-	-	-
1870 -	36,640,182	-	7,015,102	-	3,231,041	-	-	-	-	-
1875 -	46,276,838	-	8,158,428	-	3,630,780	-	5,279,849	-	*12,722,710	-
1877 -	51,531,077	-	7,847,820	-	3,954,279	-	6,652,167	-	*13,942,261	-
1878 -	51,595,079	-	13,090,348	-	3,917,096	-	6,271,166	-	11,427,507	-
1879 -	52,715,450	-	12,605,844	-	3,626,740	-	6,240,735	-	12,370,985	-
1880 -	58,736,063	-	9,975,332	-	3,985,477	-	6,891,155	-	13,066,412	-
1881 -	57,949,545	-	8,566,368	-	4,101,968	-	7,006,254	-	12,896,235	-
1882 -	61,491,255	-	10,249,710	-	4,463,539	-	8,537,684	-	14,010,753	-
1883 -	64,961,753	-	10,904,726	-	4,598,492	-	8,918,542	-	15,732,388	-
1884 -	64,272,522	-	10,553,730	-	5,173,476	-	8,676,260	-	16,891,314	-
1885 -	64,281,642	-	10,792,894	-	4,737,749	-	9,016,435	-	16,549,934	-
1886 -	62,841,077	-	10,005,502	-	4,692,339	-	8,860,430	-	16,319,826	-
1887 -	65,161,774	-	12,503,068	-	4,742,720	-	9,231,179	-	17,308,082	-
1888 -	68,519,145	-	14,784,098	-	4,725,281	-	10,004,865	-	18,876,166	-
1889 -	71,889,895	-	-	-	-	-	-	-	-	-

* Including Coasting trade.

TABLE, No. 7.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

other PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, distinguishing—1850, 1860, 1870, 1875, and 1877-89.—(With Cargoes and in Ballast.)

TONNAGE of BRITISH SHIPS and Proportion to Total Tonnage.

HOLLAND.		FRANCE.		PORTUGAL.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
605,489	34·7	1,353,062	29·3	-	-	-	-	-	-	1850
985,896	37·2	2,517,050	29·8	-	-	-	-	2,543,878	24·8	1860
1,961,692	53·8	5,411,705	39·8	1,673,752	66·7	1,968,173	25·8	5,565,067	44·1	1870
2,524,193	53·8	6,414,944	38·4	3,665,289	66·6	2,351,495	29·1	7,987,856	43·2	1875
2,979,663	50·7	7,203,382	39·4	3,099,822	61·3	2,419,034	30·9	8,959,637	43·1	1877
3,114,420	50·0	8,688,737	41·6	3,001,328	61·1	2,496,837	30·6	10,447,674	44·7	1878
3,198,742	50·3	9,656,666	42·2	3,393,308	61·2	3,143,193	34·4	13,552,215	49·5	1879
3,409,791	49·8	10,161,902	40·6	3,622,177	63·0	3,377,513	31·3	15,807,135	51·7	1880
3,653,712	51·9	9,903,316	39·9	3,778,307	62·9	3,220,109	35·0	16,957,396	54·0	1881
4,265,877	53·3	10,290,988	39·3	4,044,581	62·9	3,762,889	36·5	15,483,654	52·5	1882
3,817,704	48·5	11,174,956	40·2	4,226,018	60·4	4,520,097	40·0	13,664,161	50·7	1883
4,321,070	51·7	10,683,560	41·2	4,602,054	61·2	4,400,877	42·1	11,915,897	49·1	1884
4,240,407	51·5	10,658,228	41·0	4,295,371	59·4	5,121,015	44·2	12,571,718	50·7	1885
4,243,120	51·9	11,153,048	41·7	3,940,653	56·6	5,924,726	48·4	12,504,332	50·7	1886
4,817,019	51·0	11,557,100	41·6	3,816,881	55·7	6,909,516	50·1	14,390,834	53·2	1887
5,165,370	50·6	11,835,865	41·5	4,259,263	54·1	6,320,291	48·4	13,502,206	51·5	1888
-	-	-	-	-	-	-	-	13,740,701	50·9	1889

TONNAGE of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.

1,141,882	63·3	3,257,657	70·7	-	-	-	-	-	-	1850
1,666,432	62·8	5,939,686	70·2	-	-	-	-	7,713,652	75·2	1860
1,682,779	46·2	8,195,032	60·2	836,249	33·3	5,653,270	74·2	7,066,750	55·9	1870
2,161,892	46·2	10,302,408	61·6	1,840,114	33·4	5,733,100	70·9	10,495,981	56·8	1875
2,899,176	49·3	11,077,434	60·6	1,956,078	38·7	5,412,755	69·1	11,835,145	56·9	1877
3,112,724	50·0	12,221,620	58·4	1,910,726	38·9	5,656,087	69·4	12,926,424	55·3	1878
3,157,706	49·7	13,229,514	57·8	2,148,176	38·8	5,999,336	65·6	13,832,613	50·5	1879
3,434,243	50·2	14,870,576	59·4	2,123,870	37·0	6,469,457	65·7	14,739,891	48·3	1880
3,389,526	48·1	14,932,223	60·1	2,223,981	37·1	5,990,893	65·0	14,467,142	46·0	1881
3,744,272	46·7	15,904,909	60·7	2,390,288	37·1	6,545,904	63·5	14,019,313	47·5	1882
4,049,120	51·5	16,610,160	59·8	2,768,335	39·6	6,779,899	60·0	13,261,718	49·3	1883
4,043,127	48·3	15,268,374	58·8	2,911,588	38·8	6,044,335	57·9	12,374,978	50·9	1884
3,986,496	48·5	15,361,565	59·0	2,941,810	40·6	6,450,940	55·8	12,212,049	49·3	1885
3,927,651	48·1	15,596,360	58·3	3,021,638	43·4	6,314,386	51·6	12,138,202	49·3	1886
4,636,022	49·0	16,206,457	58·4	3,032,729	44·3	6,885,334	49·9	12,651,416	46·8	1887
5,035,963	49·4	16,655,800	58·5	3,618,697	45·9	6,749,962	51·6	12,706,150	48·5	1888
-	-	-	-	-	-	-	-	13,242,552	49·1	1889

T O T A L S.

HOLLAND.	FRANCE.	PORTUGAL.	ITALY.	UNITED STATES.†	
Tons.	Tons.	Tons.	Tons.	Tons.	
1,747,371	4,610,719	-	-	-	1850
2,652,328	8,456,736	-	-	10,257,530	1860
3,644,471	13,606,737	2,510,001	7,621,443	12,631,817	1870
4,689,085	16,717,412	5,505,403	8,084,595	18,483,837	1875
5,878,839	18,280,816	5,055,900	7,831,789	20,795,082	1877
6,227,144	20,910,357	4,912,054	8,152,824	23,374,098	1878
6,356,448	22,886,180	5,541,484	9,142,531	27,384,823	1879
6,844,034	25,032,478	5,746,047	9,846,970	30,547,026	1880
7,043,238	24,835,539	6,002,288	9,211,002	31,424,538	1881
8,010,149	26,193,987	6,434,869	10,308,793	29,502,967	1882
7,866,824	27,785,116	6,994,353	11,299,996	26,925,879	1883
8,364,197	25,951,934	7,513,642	10,445,212	24,290,875	1884
8,226,903	26,019,793	7,237,181	11,571,955	24,783,767	1885
8,176,771	26,749,408	6,962,191	12,239,112	24,643,034	1886
9,453,041	27,763,557	6,849,610	13,794,850	27,042,250	1887
10,201,333	28,491,665	7,877,960	13,070,253	26,208,356	1888
-	-	-	-	26,983,313	1889

† Years ended 30th June. These figures are exclusive of the Lake trade between the United States and Canada.

TABLE, No. 8.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE, STEAM SHIPPING).

TONNAGE of STEAM VESSELS Entered and Cleared in the UNITED KINGDOM, the other
between BRITISH and OTHER SHIPS, in each of the Years

TABLE, No. 8.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE, STEAM SHIPPING).

PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, distinguishing
1850, 1860, 1870, 1875, and 1877-89.—(With Cargoes and in Ballast.)

TONNAGE of BRITISH SHIPS and Proportion to Total Tonnage.

HOLLAND.		PORTUGAL.		ITALY.		UNITED STATES.*		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
345,951	76·3	-	-	-	-	-	-	1850
595,088	68·1	-	-	-	-	-	-	1860
1,450,993	77·9	955,558	86·9	1,427,899	36·0	2,309,401	47·1	1870
2,233,429	71·2	3,193,363	75·8	2,005,680	41·0	4,569,418	53·2	1875
2,641,424	66·6	2,707,397	70·8	2,164,520	43·4	5,119,600	56·3	1877
2,766,674	63·3	2,596,346	69·1	2,180,498	40·3	6,434,662	60·6	1878
2,859,240	60·9	2,977,483	70·2	2,909,895	46·2	8,563,285	66·4	1879
3,033,673	61·6	3,305,304	72·5	3,161,240	43·3	10,257,916	67·7	1880
3,300,051	62·9	3,518,159	72·0	2,994,531	44·6	11,854,613	68·0	1881
3,968,891	62·7	3,776,649	70·5	3,573,989	44·7	10,739,454	62·6	1882
3,533,125	56·4	3,991,750	67·3	4,396,776	48·5	9,727,310	61·1	1883
4,048,740	59·2	4,369,464	67·1	4,268,144	50·9	8,308,855	59·4	1884
3,946,559	56·7	4,072,633	65·8	4,989,773	53·0	8,778,060	60·2	1885
3,872,503	55·9	3,761,225	62·6	5,807,436	57·3	8,709,983	60·0	1886
4,456,480	54·6	3,701,128	61·5	6,801,365	57·9	10,149,305	61·1	1887
4,895,464	54·0	4,147,408	58·6	6,235,255	54·8	9,350,753	56·5	1888
-	-	-	-	-	-	10,247,133	57·3	1889

Tonnage of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.

107,495	23·7	-	-	-	-	-	-	1850
278,905	31·9	-	-	-	-	-	-	1860
412,259	22·1	144,220	13·1	2,538,397	64·0	2,597,790	52·9	1870
903,375	28·8	1,020,057	24·2	2,885,228	59·0	4,018,570	46·8	1875
1,325,174	33·4	1,117,086	29·2	2,824,469	56·6	3,973,847	43·7	1877
1,603,820	36·7	1,162,660	30·9	3,226,846	59·7	4,189,897	39·4	1878
1,838,325	39·1	1,263,143	29·8	3,386,122	53·8	4,330,974	33·6	1879
1,894,754	38·4	1,251,278	27·5	4,136,586	56·7	4,892,556	32·3	1880
1,942,730	37·1	1,362,850	28·0	3,715,051	55·4	5,589,913	32·0	1881
2,362,437	37·3	1,582,797	29·5	4,420,761	55·3	6,429,010	37·4	1882
2,726,268	43·6	1,940,692	32·7	4,671,081	51·5	6,191,393	38·9	1883
2,796,122	40·8	2,143,593	32·9	4,114,978	49·1	5,683,390	40·6	1884
3,019,073	43·3	2,116,687	34·2	4,316,198	46·4	5,797,780	39·8	1885
3,060,180	44·1	2,251,302	37·4	4,328,189	42·7	5,804,474	40·0	1886
3,712,886	45·4	2,316,782	38·5	4,948,911	42·1	6,469,147	38·9	1887
4,173,581	46·0	2,934,870	41·4	5,141,852	45·2	7,188,035	43·5	1888
-	-	-	-	-	-	7,643,346	42·7	1889

TOTALS.

HOLLAND.	PORTUGAL.	ITALY.	UNITED STATES.*	
Tons.	Tons.	Tons.	Tons	
453,446	-	-	-	1850
873,993	-	-	-	1860
1,863,252	1,099,778	3,966,296	4,907,191	1870
3,136,804	4,213,420	4,820,903	8,587,988	1875
3,966,598	3,825,083	4,988,989	9,093,447	1877
4,370,494	3,759,006	5,407,344	10,624,559	1878
4,697,565	4,240,626	6,296,017	12,894,259	1879
4,933,427	4,556,582	7,297,826	15,150,472	1880
5,242,781	4,881,009	6,709,582	17,444,526	1881
6,331,328	5,359,446	7,994,750	17,168,464	1882
6,259,393	5,932,442	9,067,857	15,918,703	1883
6,844,862	6,513,057	8,383,122	13,992,245	1884
6,965,632	6,189,320	9,365,971	14,575,840	1885
6,932,683	6,012,527	10,135,625	14,514,457	1886
8,169,366	6,017,910	11,750,276	16,618,452	1887
9,069,045	7,982,278	11,377,107	16,538,788	1888
-	-	-	17,890,479	1889

* Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 9.

PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES).

TONNAGE of the MERCHANT NAVIES of the BRITISH EMPIRE, the UNITED KINGDOM, the other
1830, 1840, 1850, 1860, 1870,

COUNTRIES.	1820.	1830.	1840.	1850.	1860.	1870.	1875.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
British Empire* (including United Kingdom) - }	2,648,593	2,531,819	3,311,538	4,232,962	5,710,968	7,149,134	7,744,237	1
United Kingdom - - -	- -	- -	2,724,107	3,504,944	4,586,742	5,617,693	6,087,701	2
Russia - - - - -	- -	- -	- -	- -	- -	- -	- -	3
Finland - - - - -	- -	- -	- -	- -	- -	- -	300,721	4
Norway - - - - -	- -	169,197	276,697	298,315	558,927	1,022,515	1,419,308	5
Sweden - - - - -	- -	- -	- -	- -	- -	346,862	507,049	6
Denmark - - - - -	- -	- -	- -	- -	- -	178,646	244,100	7
Hamburg - - - - -	- -	- -	- -	71,257	142,416	184,496	219,567	8
Bremen - - - - -	17,288	20,206	43,647	67,770	121,863	171,654	182,073	9
Total German Empire - - -	- -	- -	- -	- -	- -	982,355	1,084,882	10
Holland - - - - -	- -	- -	- -	292,576	433,922	389,614	410,689	11
Belgium - - - - -	- -	- -	22,610	34,919	33,111	30,149	50,186	12
France - - - - -	- -	- -	662,500	688,153	996,124	1,972,048	1,028,228	13
Italy † - - - - -	- -	- -	- -	- -	- -	1,012,164	1,044,337	14
Austro-Hungarian Empire ‡	- -	- -	- -	- -	- -	329,377	290,450	15
Greece - - - - -	- -	- -	- -	- -	263,075	404,063	262,032	16
United States: §								
Registered for Oversea } (Foreign Trade) - }	619,048	576,475	899,765	1,585,711	2,546,237	1,516,800	1,553,827	17
Enrolled and Licensed } (including Lake and } River Steamers) - }	661,119	591,447	1,240,860	1,899,555	2,752,938	2,677,940	3,299,905	18

* In consequence of steps taken to clear the British Register in and since 1854, and of alterations in the system of measurement, the British tonnage since 1854, as compared with previous years, is a great deal less than it would have appeared to be if the old plan of taking the figures had continued.

† Small coasting vessels and fishing boats are included in the year 1870.

TABLE, No. 9.

PRINCIPAL MARITIME COUNTRIES—(MERCHANT NAVIES).

PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, in each of the Years 1820, 1875, and 1880-89.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	8,447,171	8,575,560	8,796,517	9,131,418	9,314,496	9,323,615	9,246,732	9,135,512	9,209,883	9,472,060
2	6,519,772	6,641,267	6,908,650	7,196,401	7,363,707	7,387,298	7,322,016	7,296,291	7,427,753	7,724,159
3	407,884	-	-	500,554	471,210	485,784	492,030	—	—	—
4	272,308	274,826	283,105	—	—	—	—	—	—	—
5	1,518,658	1,520,404	1,530,004	1,547,194	1,583,434	1,563,020	1,524,076	1,503,572	1,534,540	—
6	542,642	529,613	527,456	519,640	529,585	517,061	500,395	500,096	500,010	—
7	249,466	253,409	256,856	266,396	281,343	278,738	272,500	270,515	270,941	—
8	244,279	270,055	288,236	307,338	319,923	322,235	341,393	360,569	384,310	—
9	270,209	280,088	299,397	307,559	319,465	319,213	334,015	324,918	325,522	—
10	1,182,097	1,194,407	1,226,650	1,269,477	1,294,288	1,282,449	1,284,703	1,240,182	1,233,894	—
11	328,281	305,046	302,790	309,764	308,339	302,769	286,455	256,310	245,416	—
12	75,666	77,840	82,647	86,360	80,592	84,862	86,837	86,391	77,655	—
13	919,293	914,373	982,017	1,003,679	1,033,829	1,000,215	993,291	972,525	961,073	—
14	999,196	989,057	990,004	973,333	971,001	953,419	945,677	895,625	853,033	—
15	290,971	286,556	288,011	280,184	281,346	269,763	261,588	243,179	218,041	—
16	-	-	-	-	261,496	-	-	258,756	248,974	—
17	1,352,810	1,335,586	1,292,294	1,302,695	1,304,221	1,287,999	1,111,179	1,015,563	943,784	1,021,595
18	2,715,224	2,722,148	2,873,639	2,933,302	2,967,008	2,977,935	3,019,957	3,090,282	3,248,132	3,285,880

† Including the vessels trading on the Danube. Excluding small coasting vessels and fishing boats.

§ Years ended 30th June. The tonnage for 1870 and subsequent years is new admeasurement.

|| Registered tonnage is that employed in the foreign trade. Enrolled and licensed is that employed in the river, lake, and coasting trade.

TABLE, No. 10.

PRINCIPAL MARITIME COUNTRIES—(STEAM TONNAGE).

TONNAGE OF STEAM VESSELS BELONGING TO THE MERCHANT NAVIES OF THE BRITISH EMPIRE, THE UNITED KINGDOM, THE OTHER PRINCIPAL MARITIME COUNTRIES OF EUROPE, AND THE UNITED STATES, IN EACH OF THE YEARS 1840, 1850, 1860, 1870, 1875, 1880, 1885, 1886, 1887, 1888, AND 1882-89.

COUNTRIES.	1840.	1850.	1860.	1870.	1875.	1880.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
British Empire*	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	95,807	187,631	500,144	1,202,134	2,072,804	2,949,282	3,571,078	4,013,677	4,240,442	4,293,115	4,318,115	4,410,003	4,681,437	5,058,729
Russia	87,539	167,698	452,352	1,111,375	1,943,197	2,720,551	3,331,895	3,725,229	3,941,056	3,969,728	3,961,746	4,081,502	4,344,619	4,712,846
Finland	-	-	-	-	-	88,990	-	99,214	120,086	127,578	130,458	-	-	-
Norway	-	-	-	-	7,400	10,498	10,958	-	-	-	-	-	-	-
Sweden	-	-	-	13,715	45,965	58,062	82,519	92,485	105,638	114,108	113,135	121,794	137,542	-
Denmark	-	-	-	-	83,007	81,049	87,524	95,276	107,831	110,151	114,883	122,938	125,496	-
Han burg	-	-	-	10,453	39,368	51,957	70,706	81,042	90,710	89,815	87,822	89,989	95,650	-
Bremen	-	2,842	10,184	32,450	89,730	99,153	149,774	173,542	186,311	188,206	205,710	217,594	237,327	-
Total German Empire	-	-	8,483	41,393	55,319	58,666	75,702	89,046	101,893	101,256	115,824	121,315	124,260	-
Holland	-	-	-	81,994	183,569	215,758	311,204	374,690	413,943	420,605	453,914	470,364	502,579	-
Belgium	-	2,706	10,132	19,455	59,925	64,394	85,373	101,667	110,050	108,422	108,976	100,681	105,248	-
France	1,048	1,604	4,254	9,501	35,430	65,224	75,897	79,902	74,667	79,809	81,283	80,891	73,384	-
Italy	9,535	13,925	68,025	154,415	205,420	277,739	416,228	467,488	511,072	492,396	500,484	506,652	509,801	-
Austro-Hungarian Empire	-	-	-	32,100	57,147	77,050	104,719	107,452	122,297	124,600	144,328	163,131	176,100	-
Greece	-	-	-	49,977	56,271	62,743	78,483	76,780	79,396	82,171	90,091	93,075	91,535	-
United States:†—	-	-	-	5,360	8,241	-	-	-	36,272	-	-	31,451	32,325	-
Registered for Oversea (Foreign Trade)	4,155	44,942	97,296	192,544	191,689	146,604	154,570	171,905	184,188	186,406	176,533	173,571	183,398	194,471
Enrolled and Licensed (including Lake and River Steamers)‡	198,184	481,005	770,641	882,551	976,979	1,064,954	1,201,255	1,241,289	1,281,721	1,308,511	1,346,351	1,369,146	1,464,672	1,571,079

* In consequence of steps taken to clear the British Register in and since 1854, and of alterations in the system of measurement, the British tonnage since 1854, as compared with the previous years, is a great deal less than would have appeared if the old plan of taking the figures had continued.

† Years ended 30th June. The tonnage for 1870 and subsequent years is all new admeasurement.

‡ The "enrolled and licensed" tonnage of the United States is confined to the home and river trades, and is prohibited by law from going on a foreign voyage.

TABLE, No. II.

PRINCIPAL MARITIME COUNTRIES—(TONNAGE ADDED TO THE REGISTER).

TONNAGE OF SHIPPING added to the MERCHANT NAVIES of the UNITED KINGDOM and the other PRINCIPAL MARITIME COUNTRIES of EUROPE, in each of the Years 1850, 1860, 1870, 1875, and 1880-89.

COUNTRIES.	1850.	1860.	1870.	1875.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom *	-	133,695	301,535	391,831	502,585	411,735	561,750	714,521	549,806	423,711	323,897	384,537	550,810	690,178
Norway -	-	11,115	20,884	69,415	118,394	71,427	78,748	74,776	84,896	69,421	37,495	73,073	119,697	-
Sweden -	-	-	-	25,434	30,089	13,152	18,274	15,171	26,237	17,458	7,663	11,636	15,022	-
Denmark -	-	-	-	-	27,836	12,273	18,455	17,146	17,654	9,197	5,908	11,439	17,067	-
Germany -	-	-	-	-	72,709	80,827	88,537	118,728	95,919	44,179	73,151	67,532	89,161	-
Holland -	-	18,572	11,866	19,406	21,882	14,690	18,883	23,777	17,032	13,433	8,443	11,960	16,493	-
France -	-	44,032	43,823	63,372	64,209	46,830	55,644	135,206	77,634	25,611	41,467	30,060	58,704	-
Italy -	-	-	-	106,162	88,678	31,863	41,090	43,648	39,619	30,165	47,213	29,595	25,714	-
United States †	-	272,218	214,798	276,953	297,639	157,410	280,459	285,270	225,514	159,056	95,453	150,450	218,087	231,134

Note.—By tonnage of shipping added, is meant the addition to the register of vessels, whether new built or bought abroad. The above figures represent, therefore, the gross and not the net increase of the merchant navy of each country.

* The figures for the new tonnage added to the Register in the United Kingdom as given above relate to British-built vessels only in the year 1850, and to all vessels, whether British, Foreign, or Colonial-built, added to the Register in subsequent years.

† Years ended 30th June. These figures represent the tonnage built only; they include also the tonnage of canal boats and barges built.

TABLE, No. 12. - - - - -

PRINCIPAL MARITIME COUNTRIES—(WRECKS). - - - - -

NUMBER and TONNAGE of VESSELS belonging to the BRITISH EMPIRE, the UNITED KINGDOM, the
from the REGISTER on account of WRECK

COUNTRIES.	1870.		1875.		1877.		1878.		1879.		1880.		1881.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
British Empire* -	-	-	902	251,705	926	258,834	951	276,361	946	292	1,125	331,793	1,192	372,791	1
United Kingdom*	-	-	601	189,905	629	199,221	601	203,625	587	215,813	794	261,672	877	295,941	2
Norway - -	150	24,039	156	35,960	170	41,922	136	33,444	222	55,385	232	58,903	273	71,017	3
Sweden - -	26	4,212	43	8,296	37	8,248	22	3,884	52	13,143	47	9,535	57	13,274	4
Denmark - -	-	-	61	8,139	96	12,946	60	8,814	55	6,181	69	8,016	66	8,139	5
Germany - -	-	-	179	38,670	163	35,038	140	35,765	190	42,010	246	48,405	254	57,740	6
Belgium - -	5	2,207	5	4,313	1	285	4	2,671	2	1,603	4	3,509	5	4,691	7
France - -	437	38,562	321	39,099	290	35,049	213	23,135	388	42,312	203	27,567	263	30,658	8
Italy - -	169	27,254	148	27,796	132	31,622	217	32,350	187	31,478	95	21,636	141	29,695	9
Austria - -	42	10,328	39	7,145	35	9,455	22	6,154	39	8,147	32	8,001	33	10,866	10
United States† -	583	134,099	465	91,741	633	126,628	760	165,548	595	152,946	464	98,440	386	88,508	11

* These figures do not include wrecks in rivers, harbours, or inland waters.

† Years ended 30th June. These figures include wrecks in the coasting and lake trade.

- - - - - TABLE, No. 12.

- - - - - PRINCIPAL MARITIME COUNTRIES—(WRECKS).

other PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, which were removed in each of the Years 1870, 1875 and 1877-1888.

	1882.		1883.		1884.		1885.		1886.		1887.		1888.		COUNTRIES.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1	1,001	330,505	1,088	330,003	878	284,066	856	282,583	896	285,082	735	260,841	713	232,049	British Empire.*
2	676	260,145	737	263,116	548	224,201	486	216,310	575	215,274	427	195,893	478	188,273	United Kingdom
3	234	59,283	202	64,833	187	45,942	238	70,390	260	64,648	224	71,942	219	77,293	Norway.
4	52	11,003	50	16,587	39	8,487	36	8,046	27	9,830	43	11,095	29	6,790	Sweden.
5	81	8,034	59	7,534	50	6,488	34	5,130	42	6,437	53	7,858	56	9,624	Denmark.
6	244	67,096	171	56,976	120	38,364	148	37,502	144	48,945	172	51,770	143	43,765	Germany.
7	4	3,025	4	8,647	1	2,032	1	1,103	-	-	1	690	3	1,674	Belgium.
8	227	31,561	270	36,172	171	20,183	191	25,601	146	19,173	218	20,722	196	25,904	France.
9	108	26,368	152	32,081	87	19,324	103	26,831	114	27,226	-	-	131	33,730	Italy.
10	23	7,508	22	5,914	25	7,877	16	4,119	20	6,107	23	10,045	33	10,178	Austria.
11	435	89,574	424	96,390	510	110,318	551	144,193	556	115,580	452	106,772	464	101,131	United States.†

* These figures do not include wrecks in rivers, harbours, or inland waters.

† Years ended 30th June. These figures include wrecks in the coasting and lake trade.

TABLE, No. 13.

UNITED KINGDOM—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in the UNITED KINGDOM, in each Year from 1858 to 1889.

YEARS.	For Home and the Colonies.			For Foreigners.			TOTAL.		
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858 - -	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,554
1859 - -	147,967	38,003	185,970	3,402	23,372	26,774	151,369	61,375	212,744
1860 - -	158,172	53,796	211,968	-	13,903	13,903	158,172	67,699	225,871
1861 - -	129,970	70,869	200,839	232	7,255	7,487	130,202	78,124	208,326
1862 - -	164,061	77,338	241,399	-	20,533	20,533	164,061	97,871	261,932
1863 - -	253,036	107,951	360,987	1,084	16,236	17,320	254,120	124,187	378,307
1864 - -	272,499	159,374	431,873	2,279	26,681	28,960	274,778	186,055	460,833
1865 - -	235,555	179,649	415,204	949	32,016	32,965	236,504	211,665	448,169
1866 - -	207,678	133,511	341,189	3,641	34,709	38,350	211,319	168,220	379,539
1867 - -	174,507	94,573	269,080	4,994	31,905	36,899	179,501	126,478	305,979
1868 - -	237,637	78,510	316,197	8,671	37,460	46,131	246,358	115,970	362,328
1869 - -	230,762	123,525	354,287	11,800	22,005	33,805	242,562	145,530	388,092
1870 - -	117,032	225,674	342,706	9,429	42,222	51,651	126,461	267,896	394,357
1871 - -	56,545	297,810	354,355	3,715	32,988	36,703	60,260	330,798	391,058
1872 - -	54,967	338,004	392,971	3,790	77,957	81,747	58,757	415,961	474,718
1873 - -	88,532	282,134	370,666	1,094	81,783	82,877	89,626	363,917	453,543
1874 - -	187,313	333,890	521,203	1,781	80,883	82,664	189,094	414,773	603,867
1875 - -	241,646	178,905	420,551	3,711	47,796	51,507	245,357	226,701	472,058
1876 - -	236,890	123,475	360,365	4,198	13,457	17,655	241,088	136,932	378,020
1877 - -	212,320	221,330	433,650	2,194	15,075	17,269	214,514	236,405	450,919
1878 - -	141,165	287,080	428,245	7,108	35,366	42,474	148,273	322,446	470,719
1879 - -	59,115	297,720	356,835	2,464	46,692	49,156	61,579	344,412	405,991
1880 - -	57,480	346,361	403,841	585	68,470	69,055	58,065	414,831	472,896
1881 - -	92,420	408,764	501,184	1,348	106,346	107,694	93,768	515,110	608,878
1882 - -	145,700	521,575	667,275	2,139	113,637	115,776	147,839	635,212	783,051
1883 - -	146,818	621,758	768,576	1,272	122,368	123,640	148,090	744,126	892,216
1884 - -	162,234	335,208	497,442	10,945	79,887	90,832	173,179	415,095	588,274
1885 - -	208,411	196,975	405,386	10,683	24,943	35,626	219,094	221,918	441,012
1886 - -	138,362	154,638	293,000	6,887	31,641	38,528	145,249	186,279	331,528
1887 - -	81,279	225,440	306,719	5,848	64,631	70,479	87,127	290,071	377,198
1888 - -	75,696	407,445	483,141	20,697	70,109	90,806	96,393	477,554	573,947
1889 - -	117,481	554,024	671,505	19,666	163,558	183,224	137,147	717,582	854,729

Including the following, built for War purposes for Foreigners :

YEARS.	Sailing.	Steam.	TOTAL.
	Tons.	Tons.	Tons.
1864 - -	-	6,497	6,497
1865 - -	-	3,700	3,700
1866 - -	-	10,301	10,301
1867 - -	-	3,604	3,604
1868 - -	1,117	9,137	10,254
1869 - -	-	2,354	2,354
1870 - -	-	970	970
1871 - -	-	80	80
1872 - -	-	40	40
1873 - -	-	280	280
1874 - -	-	12,877	12,877
1875 - -	-	12,280	12,280
1876 - -	-	14	14
1877 - -	-	3,435	3,435
1878 - -	-	2,482	2,482
1879 - -	-	716	716
1880 - -	-	385	385
1881 - -	-	5,338	5,338
1882 - -	-	447	447
1883 - -	-	270	270
1884 - -	-	2,339	2,339
1885 - -	-	5,462	5,462
1886 - -	-	840	840
1887 - -	-	3,966	3,966
1888 - -	-	1,899	1,899
1889 - -	-	726	726

Note.—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were first registered in those years, but in the Returns for that and the following years the tonnage of vessels, the building of which was completed in those years, is given, whether registered or not.

TABLE, No. 14.

UNITED STATES—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in the UNITED STATES and Sold to Foreigners, in each Year from 1850 to 1889.

YEARS (ending 30th June).	Tonnage Built.				Tonnage of Vessels Sold to Foreigners.
	On the Sea Coast.	On the Mississippi River and its Tributaries.	On the Great Lakes.	TOTAL.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1850	-	-	-	272,218	13,468
1851	-	-	-	298,203	15,247
1852	-	-	-	351,493	17,921
1853	-	-	-	425,571	10,035
1854	-	-	-	535,616	60,033
1855	-	-	-	583,450	65,887
1856	-	-	-	469,393	42,618
1857	285,453	41,854	51,498	378,805	52,640
1858	177,412	35,659	31,642	244,713	26,305
1859	133,294	17,128	6,180	156,602	30,850
1860	169,836	32,970	11,992	214,798	17,418
1861	179,767	29,960	23,467	233,194	26,649
1862	112,487	8,785	53,804	175,076	117,756
1863	215,667	27,407	67,972	311,046	222,199
1864	310,421	56,169	49,151	415,741	300,865
1865	291,306	66,576	36,641	394,523	133,832
1866	232,388	70,555	33,204	336,147	22,117
1867	230,810	35,106	39,679	305,595	9,088
1868	175,812	52,695	56,798	285,305	13,757
1869	191,194	34,576	49,460	275,230	19,063
1870	182,836	56,859	37,258	276,953	17,079
1871	156,249	73,081	43,897	273,227	13,534
1872	128,097	36,344	44,611	209,052	19,572
1873	218,139	48,659	92,448	359,246	29,763
1874	277,093	63,646	91,986	432,725	77,054
1875	244,474	23,294	29,871	297,639	25,541
1876	163,826	23,636	16,124	203,586	33,253
1877	132,996	34,693	8,903	176,592	24,724
1878	155,138	68,928	11,438	235,504	43,607
1879	115,683	62,213	15,135	193,031	43,312
1880	101,720	32,791	22,899	157,410	26,863
1881	125,766	81,189	73,504	280,459	28,671
1882	188,084	35,317	58,369	282,270	18,257
1883	210,349	26,443	28,638	265,430	37,385
1884	178,419	16,664	30,431	225,514	28,722
1885	121,010	11,220	26,826	159,056	26,213
1886	64,458	10,595	20,400	95,453	33,063
1887	83,061	10,901	56,488	150,450	22,122
1888	105,125	11,859	101,103	218,087	11,116
1889	111,852	12,202	107,080	231,134	9,871

Note.—The above figures include the tonnage of canal boats and barges built.

TABLE, No. 15.

FRANCE—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in FRANCE, Bought Abroad, and Sold to Foreigners, in each Year from 1855 to 1888.

YEARS.	Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
	<i>Tons.</i>		<i>Tons.</i>
1855	103,488		1,919
1856	174,018		2,414
1857	116,910		4,318
1858	66,427		10,910
1859	37,216		9,404
1860	43,192		13,182
1861	45,100		10,354
1862	52,444		8,760
1863	59,467		9,625
1864	64,670		6,856
1865	76,817		4,907
1866	75,990		3,982
1867	81,127		4,914
1868	68,983		5,298
1869	73,878		2,811
1870	62,805		11,135
1871	53,541		16,341
	<i>Tons.</i>	<i>Tons.</i>	
1872	50,697	34,885	17,865
1873	39,430	17,646	19,818
1874	34,917	17,404	27,092
1875	37,520	20,001	14,722
1876	32,707	15,581	16,148
1877	26,884	12,864	14,751
1878	21,337	19,677	12,851
1879	24,733	16,809	8,323
1880	12,629	34,201	12,939
1881	20,735	34,909	11,441
1882	56,594	78,612	17,407
1883	35,223	49,387	14,681
1884	57,162	20,472	11,814
1885	15,930	9,681	20,852
1886	27,075	14,392	17,276
1887	15,247	14,822	14,390
1888	31,936	26,828	25,403

TABLE, No. 16.

TRADE WITH BRITISH POSSESSIONS.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with the BRITISH POSSESSIONS, distinguishing British from Foreign Tonnage, from 1851 to 1889 (with Cargoes and in Ballast).

YEARS.	BRITISH SHIPS.	FOREIGN SHIPS.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1851 - - - - -	3,392,076	282,949	3,675,025
1852 - - - - -	3,282,241	357,835	3,640,076
1853 - - - - -	3,448,144	585,507	4,033,651
1854 - - - - -	4,070,217	568,580	4,638,797
1855 - - - - -	3,404,562	565,162	3,969,724
1856 - - - - -	3,990,161	636,989	4,627,150
1857 - - - - -	4,291,108	858,768	5,149,876
1858 - - - - -	4,017,450	698,372	4,715,822
1859 - - - - -	4,076,907	794,855	4,871,762
1860 - - - - -	4,335,862	733,398	5,069,260
1861 - - - - -	4,818,211	1,033,482	5,851,693
1862 - - - - -	4,874,382	586,968	5,461,350
1863 - - - - -	5,430,565	682,655	6,113,220
1864 - - - - -	5,278,491	551,680	5,830,171
1865 - - - - -	5,219,950	434,918	5,654,868
1866 - - - - -	5,370,692	485,090	5,855,782
1867 - - - - -	5,275,469	502,920	5,778,389
1868 - - - - -	5,335,711	572,885	5,908,596
1869 - - - - -	5,260,551	570,781	5,831,332
1870 - - - - -	5,495,050	548,978	6,044,028
1871 - - - - -	5,939,377	597,877	6,537,254
1872 - - - - -	6,130,130	794,112	6,924,242
1873 - - - - -	6,287,061	943,418	7,230,479
1874 - - - - -	6,746,682	1,082,876	7,829,558
1875 - - - - -	6,574,456	1,019,932	7,594,388
1876 - - - - -	7,278,411	1,210,158	8,488,569
1877 - - - - -	7,856,998	1,135,472	8,992,470
1878 - - - - -	7,095,612	913,763	8,009,380
1879 - - - - -	7,285,663	855,890	8,141,553
1880 - - - - -	8,264,595	1,167,542	9,432,137
1881 - - - - -	8,304,174	1,163,036	9,467,210
1882 - - - - -	8,482,818	1,265,463	9,748,281
1883 - - - - -	9,132,131	1,443,437	10,575,568
1884 - - - - -	8,531,862	1,280,321	9,812,183
1885 - - - - -	9,004,767	1,255,834	10,260,601
1886 - - - - -	8,647,801	1,132,924	9,780,725
1887 - - - - -	8,439,815	1,092,523	9,532,338
1888 - - - - -	8,878,718	1,097,631	9,976,349
1889 - - - - -	9,211,059	1,214,279	10,425,338

TABLE, No. 17.

TRADE WITH BRITISH NORTH AMERICA.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with BRITISH NORTH AMERICA, distinguishing British from Foreign Tonnage, from 1847 to 1889 (with Cargoes and in Ballast).

YEARS.					BRITISH VESSELS.	FOREIGN VESSELS.	TOTAL.
					<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1847	-	-	-	-	1,783,275	9,605	1,792,880
1848	-	-	-	-	1,554,783	- Nil -	1,554,783
1849	-	-	-	-	1,493,338	1,834	1,495,172
1850	-	-	-	-	1,278,359	83,510	1,361,869
1851	-	-	-	-	1,461,443	128,408	1,589,851
1852	-	-	-	-	1,306,185	168,441	1,474,626
1853	-	-	-	-	1,316,285	255,301	1,571,586
1854	-	-	-	-	1,641,190	278,654	1,919,844
1855	-	-	-	-	1,000,034	186,693	1,186,727
1856	-	-	-	-	1,402,682	222,145	1,624,827
1857	-	-	-	-	1,473,121	305,618	1,778,739
1858	-	-	-	-	1,322,415	236,638	1,559,053
1859	-	-	-	-	1,268,401	317,293	1,585,694
1860	-	-	-	-	1,595,483	251,455	1,846,938
1861	-	-	-	-	1,867,378	555,369	2,422,747
1862	-	-	-	-	1,804,221	191,698	1,995,919
1863	-	-	-	-	2,013,427	264,493	2,277,920
1864	-	-	-	-	1,653,473	229,995	1,883,468
1865	-	-	-	-	1,770,637	194,666	1,965,303
1866	-	-	-	-	1,775,940	224,347	2,000,287
1867	-	-	-	-	1,586,354	175,580	1,761,934
1868	-	-	-	-	1,652,724	259,015	1,911,739
1869	-	-	-	-	1,645,803	297,076	1,942,879
1870	-	-	-	-	1,799,514	261,773	2,061,287
1871	-	-	-	-	1,871,294	280,369	2,151,663
1872	-	-	-	-	1,971,350	395,166	2,366,516
1873	-	-	-	-	1,986,605	531,030	2,517,635
1874	-	-	-	-	2,146,872	604,721	2,751,593
1875	-	-	-	-	1,742,070	511,682	2,253,752
1876	-	-	-	-	2,101,149	709,278	2,810,427
1877	-	-	-	-	2,493,076	608,638	3,101,714
1878	-	-	-	-	2,003,062	497,716	2,500,778
1879	-	-	-	-	1,923,922	478,627	2,402,549
1880	-	-	-	-	2,412,458	679,547	3,092,005
1881	-	-	-	-	2,011,047	596,897	2,607,944
1882	-	-	-	-	1,712,862	576,360	2,289,222
1883	-	-	-	-	2,086,439	712,122	2,798,561
1884	-	-	-	-	1,599,525	647,306	2,246,831
1885	-	-	-	-	1,719,911	673,987	2,393,898
1886	-	-	-	-	1,750,794	660,911	2,411,705
1887	-	-	-	-	1,602,485	638,861	2,241,346
1888	-	-	-	-	1,528,886	600,433	2,129,319
1889	-	-	-	-	1,848,049	723,445	2,571,494

TABLE, No. 18.

TRADE WITH THE UNITED STATES.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the TRADE with the UNITED STATES, distinguishing BRITISH, UNITED STATES, and other Ships, from 1853 to 1889 (Cargoes only)

YEARS.	BRITISH.	UNITED STATES.	OTHER COUNTRIES.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1853 - - -	857,250	1,592,939	91,199	2,541,388
1854 - - -	741,401	1,847,069	86,431	2,674,901
1855 - - -	420,268	1,854,308	49,445	2,324,021
1856 - - -	664,250	2,188,612	82,823	2,935,685
1857 - - -	650,294	1,827,611	60,698	2,538,603
1858 - - -	562,048	1,826,841	108,561	2,497,450
1859 - - -	784,543	1,635,563	122,401	2,542,507
1860 - - -	945,668	2,245,234	165,712	3,356,614
1861 - - -	1,041,818	2,052,935	228,833	3,323,586
1862 - - -	877,115	1,646,885	319,701	2,843,701
1863 - - -	1,173,463	927,186	308,173	2,408,822
1864 - - -	1,250,585	674,408	196,499	2,121,492
1865 - - -	1,231,660	484,098	152,692	1,868,450
1866 - - -	1,853,145	745,467	310,501	2,909,113
1867 - - -	2,009,687	762,544	288,330	3,060,561
1868 - - -	2,103,872	714,423	355,696	3,173,991
1869 - - -	2,464,012	669,444	367,810	3,501,266
1870 - - -	2,625,991	826,692	287,282	3,739,965
1871 - - -	3,335,966	1,117,465	611,775	5,065,206
1872 - - -	3,488,452	524,309	829,698	4,842,459
1873 - - -	3,641,758	634,753	1,082,685	5,359,196
1874 - - -	3,666,494	717,147	1,228,721	5,612,362
1875 - - -	3,643,184	736,338	899,443	5,278,965
1876 - - -	3,935,763	940,352	1,286,604	6,162,719
1877 - - -	4,043,020	783,710	1,276,137	6,102,867
1878 - - -	4,991,565	714,187	1,381,906	7,087,658
1879 - - -	6,169,027	630,816	1,219,521	8,019,364
1880 - - -	6,939,245	612,634	1,441,952	8,993,831
1881 - - -	7,017,554	633,018	1,180,637	8,831,109
1882 - - -	6,213,355	534,176	984,387	7,731,918
1883 - - -	6,774,362	462,458	1,022,520	8,259,340
1884 - - -	6,346,750	300,056	749,333	7,396,139
1885 - - -	6,672,130	396,428	785,765	7,854,323
1886 - - -	7,123,982	313,264	670,537	8,107,783
1887 - - -	7,369,726	253,762	581,811	8,205,299
1888 - - -	6,773,785	188,404	525,110	7,487,299
1889 - - -	7,583,658	257,759	599,918	8,441,335

TABLE, No. 19.

TRADE (FOREIGN) OF BRITISH INDIA—(1. COUNTRIES).

TONNAGE of SHIPPING Entered and Cleared, distinguishing

YEARS (ending 31st March).			United Kingdom.	British Possessions.	FOREIGN	
					Austria.	France.
			Tons.	Tons.	Tons.	Tons.
1871-72	Entered	- -	1,031,920	748,163	7,798	14,652
	Cleared	- -	1,086,752	608,008	10,439	96,045
1872-73	Entered	- -	993,547	771,030	11,648	22,202
	Cleared	- -	1,107,717	662,809	12,916	58,565
1873-74	Entered	- -	986,431	781,969	13,044	15,348
	Cleared	- -	1,214,474	581,876	16,292	89,603
1874-75	Entered	- -	1,151,617	809,914	18,613	19,460
	Cleared	- -	1,188,390	640,822	23,172	110,680
1875-76	Entered	- -	1,234,097	936,234	19,362	33,496
	Cleared	- -	1,460,885	744,976	22,691	157,532
1876-77	Entered	- -	1,359,267	940,230	15,045	26,714
	Cleared	- -	1,430,454	821,060	19,848	163,247
1877-78	Entered	- -	1,403,485	980,082	19,930	32,032
	Cleared	- -	1,501,881	732,272	23,544	141,806
1878-79	Entered	- -	1,176,879	928,197	19,491	28,197
	Cleared	- -	1,291,465	792,490	20,457	113,015
1879-80	Entered	- -	1,301,559	992,769	26,152	16,871
	Cleared	- -	1,285,334	821,021	20,613	180,550
1880-81	Entered	- -	1,491,841	1,105,657	31,893	13,281
	Cleared	- -	1,484,094	900,870	34,573	221,839
1881-82	Entered	- -	1,510,047	1,293,368	63,902	54,628
	Cleared	- -	1,561,691	1,002,471	69,085	329,349
1882-83	Entered	- -	1,384,552	1,405,735	82,462	50,265
	Cleared	- -	1,558,246	863,918	67,896	306,722
1883-84	Entered	- -	1,493,587	1,351,565	81,333	77,501
	Cleared	- -	1,499,067	813,457	77,644	368,003
1884-85	Entered	- -	1,522,559	1,161,325	59,994	26,905
	Cleared	- -	1,386,428	801,539	70,483	288,364
1885-86	Entered	- -	1,642,070	1,386,931	58,567	5,456
	Cleared	- -	1,537,694	900,600	61,850	271,651
1886-87	Entered	- -	1,498,989	1,386,109	42,497	3,556
	Cleared	- -	1,464,489	873,510	81,449	271,085
1887-88	Entered	- -	1,674,284	1,241,445	59,561	0
	Cleared	- -	1,410,846	963,411	69,687	229,461
1888-89	Entered	- -	1,554,279	1,353,118	42,923	2,550
	Cleared	- -	1,380,150	932,531	52,061	272,839

Note.--The year 1871-72 is the first for which complete Indian shipping statistics exist.

TABLE, No. 19.

TRADE (FOREIGN) OF BRITISH INDIA—(1. COUNTRIES).

CERTAIN COUNTRIES, from 1871-72 to 1888-89. (Years ended 31st March.)

COUNTRIES.				GRAND TOTAL:		YEARS
Germany.	Italy.	America.*	TOTAL.	Foreign Trade.		(ending 31st March).
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		
22,809	20,155	89,218	502,670	4,645,997	Entered Cleared	- - }
15,398	15,409	146,237	668,484			
19,284	25,774	153,335	606,952	4,759,980	Entered Cleared	- - }
11,724	10,901	159,234	617,923			
15,664	27,509	158,606	532,865	4,647,410	Entered Cleared	- - }
5,723	11,046	129,133	549,795			
16,621	38,630	87,034	473,398	4,825,542	Entered Cleared	- - }
4,552	19,259	122,227	561,401			
18,071	67,005	62,863	459,592	5,428,986	Entered Cleared	- - }
16,573	43,408	118,550	593,202			
29,421	75,420	73,740	492,387	5,634,042	Entered Cleared	- - }
14,783	68,217	98,148	590,644			
12,289	71,082	69,272	494,102	5,764,379	Entered Cleared	- - }
15,258	77,241	100,195	643,077			
9,601	57,956	50,703	451,885	5,866,734	Entered Cleared	- - }
15,542	68,728	184,971	725,818			
11,623	67,460	44,478	469,293	5,703,087	Entered Cleared	- - }
17,500	70,738	150,689	833,111			
10,311	76,697	68,815	571,475	6,469,036	Entered Cleared	- - }
17,086	64,102	98,468	915,099			
16,056	70,437	82,177	828,833	7,368,886	Entered Cleared	- - }
21,605	64,984	116,144	1,172,476			
14,405	53,954	171,505	768,591	7,071,884	Entered Cleared	- - }
19,437	52,979	147,348	1,110,842			
15,611	63,102	143,731	787,153	7,250,603	Entered Cleared	- - }
17,764	29,918	149,232	1,305,774			
10,133	41,515	130,938	607,125	6,649,770	Entered Cleared	- - }
18,719	54,599	164,173	1,170,794			
12,173	59,827	133,309	611,686	7,294,589	Entered Cleared	- - }
16,284	65,857	123,363	1,215,608			
27,659	74,290	124,164	629,574	7,172,193	Entered Cleared	- - }
21,739	193,505	129,735	1,319,522			
17,079	48,683	102,251	598,485	7,189,465	Entered Cleared	- - }
36,755	150,767	170,572	1,300,994			
7,726	52,205	70,667	542,782	6,983,332	Entered Cleared	- - }
31,963	92,733	137,886	1,220,472			

* Including United States; and Central and South America; also West Indies (not British), except in 1874-75 and 1875-76.

TABLE, No. 20.

TRADE (FOREIGN AND COASTING) OF BRITISH INDIA—(2. FLAGS).

TONNAGE of SHIPPING Entered and Cleared, distinguishing

YEARS (ending 31st March).			British.	British Indian.	FOREIGN		
					Austrian.	French.	
			Tons.	Tons.	Tons.	Tons.	
1871-72	Foreign*	Entered	1,620,762	306,461	10,082	59,132	1
		Cleared	1,696,281	301,126	9,866	94,048	2
	Coasting	Entered	1,542,596	601,716	-	-	3
		Cleared	1,509,855	557,346	-	-	4
1872-73	Foreign	Entered	1,636,562	296,165	23,818	83,472	5
		Cleared	1,630,318	291,499	21,785	119,750	6
	Coasting	Entered	1,794,801	534,702	-	-	7
		Cleared	1,688,697	557,497	-	-	8
1873-74	Foreign	Entered	1,551,973	333,491	22,606	68,072	9
		Cleared	1,583,157	301,170	23,883	107,071	10
	Coasting	Entered	1,093,058	638,888	-	-	11
		Cleared	1,995,148	582,485	-	-	12
1874-75	Foreign	Entered	1,661,992	261,207	29,288	72,040	13
		Cleared	1,643,310	243,495	26,260	117,629	14
	Coasting	Entered	2,827,961	756,072	-	-	15
		Cleared	2,694,905	712,148	-	-	16
1875-76	Foreign	Entered	1,787,863	283,568	23,505	85,845	17
		Cleared	1,937,212	251,378	25,253	99,709	18
	Coasting	Entered	3,466,508	728,303	-	-	19
		Cleared	3,313,522	717,252	-	-	20
1876-77	Foreign	Entered	1,995,590	266,470	15,558	71,068	21
		Cleared	2,018,921	269,590	16,787	86,982	22
	Coasting	Entered	3,656,444	756,145	-	-	23
		Cleared	3,583,404	761,379	-	-	24
1877-78	Foreign	Entered	2,157,155	219,786	23,332	55,351	25
		Cleared	2,195,225	198,988	22,651	70,961	26
	Coasting	Entered	4,480,035	620,247	-	-	27
		Cleared	4,334,153	615,838	-	-	28
1878-79	Foreign	Entered	1,895,602	231,302	19,491	63,077	29
		Cleared	2,122,500	227,960	18,185	78,165	30
	Coasting	Entered	4,037,277	616,423	-	-	31
		Cleared	3,833,361	608,038	-	-	32
1879-80	Foreign	Entered	2,112,832	212,985	35,752	54,038	33
		Cleared	2,290,428	188,276	30,893	63,170	34
	Coasting	Entered	4,473,228	498,321	-	-	35
		Cleared	4,304,744	504,775	-	-	36
1880-81	Foreign	Entered	2,491,302	210,237	46,287	54,731	37
		Cleared	2,628,558	198,350	44,132	75,780	38
	Coasting	Entered	4,692,196	463,778	-	-	39
		Cleared	4,568,445	462,103	-	-	40
1881-82	Foreign	Entered	2,860,186	209,793	57,979	62,578	41
		Cleared	2,996,491	201,607	54,256	78,265	42
	Coasting	Entered	4,659,648	491,548	-	-	43
		Cleared	4,535,278	489,413	-	-	44
1882-83	Foreign	Entered	2,686,523	189,197	69,366	84,732	45
		Cleared	2,680,247	171,992	68,849	106,352	46
	Coasting	Entered	5,360,214	586,850	-	-	47
		Cleared	5,327,417	586,308	-	-	48
1883-84	Foreign	Entered	2,806,426	176,708	65,706	135,062	49
		Cleared	2,762,250	171,141	64,365	151,521	50
	Coasting	Entered	5,679,589	549,441	-	-	51
		Cleared	5,730,481	532,322	-	-	52
1884-85	Foreign	Entered	2,581,353	146,687	69,319	97,003	53
		Cleared	2,627,613	140,639	67,623	115,036	54
	Coasting	Entered	5,460,776	401,418	-	-	55
		Cleared	5,392,932	403,518	-	-	56
1885-86	Foreign	Entered	2,895,603	135,333	71,302	82,339	57
		Cleared	2,874,566	169,211	66,544	94,496	58
	Coasting	Entered	5,679,819	360,071	-	-	59
		Cleared	5,597,135	355,408	-	-	60
1886-87	Foreign	Entered	2,745,162	133,865	89,502	53,802	61
		Cleared	2,888,614	138,215	93,284	53,591	62
	Coasting	Entered	6,226,885	216,337	-	-	63
		Cleared	6,168,305	220,533	-	-	64
1887-88	Foreign	Entered	2,823,712	136,968	101,492	39,557	65
		Cleared	2,949,035	140,229	102,214	37,735	66
	Coasting	Entered	7,244,572	238,455	-	-	67
		Cleared	7,155,753	232,951	-	-	68
1888-89	Foreign	Entered	2,814,877	155,234	87,937	51,923	69
		Cleared	2,898,135	155,820	92,638	51,915	70
	Coasting	Entered	7,097,412	232,339	-	-	71
		Cleared	7,057,540	233,506	-	-	72

* That is, shipping engaged in the Foreign Trade, as distinguished from the Coasting Trade.

TABLE, No. 20.

TRADE (FOREIGN AND COASTING) OF BRITISH INDIA—(2. FLAGS).

CERTAIN NATIONALITIES, from 1871-72 to 1888-89. (Years ended 31st March).

	NATIONALITIES.				Native.	TOTAL.	GRAND TOTAL, Foreign and Coasting Trade.
	German.	Italian.	American.	TOTAL.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	43,342	38,837	77,552	323,300	32,230	2,282,753	14,110,472
2	38,466	32,378	65,690	335,343	30,494	2,363,244	
3	-	-	-	144,462	2,510,782	4,799,556	
4	-	-	-	105,613	2,492,105	4,664,919	
5	35,218	85,479	70,180	404,912	33,890	2,371,529	14,765,650
6	35,522	80,633	71,851	437,809	28,825	2,388,451	
7	-	-	-	219,148	2,521,085	5,069,736	
8	-	-	-	171,661	2,518,079	4,953,934	
9	34,614	87,600	66,052	375,789	40,012	2,301,265	15,027,272
10	32,290	93,622	66,897	420,293	41,525	2,346,145	
11	-	-	-	186,405	2,428,354	5,246,705	
12	-	-	-	140,210	2,415,314	5,133,157	
13	33,296	94,406	76,864	431,814	79,016	2,434,929	18,005,715
14	32,300	82,315	65,546	427,422	76,386	2,300,613	
15	-	-	-	192,964	2,951,491	6,728,488	
16	-	-	-	156,374	2,888,258	6,451,685	
17	44,839	94,716	78,515	451,495	106,997	2,629,923	19,072,640
18	54,617	93,481	94,490	501,971	108,502	2,799,063	
19	-	-	-	195,425	2,519,831	6,910,067	
20	-	-	-	167,951	2,534,862	6,733,587	
21	51,460	80,332	91,961	421,849	107,975	2,791,884	20,493,676
22	52,895	92,573	83,321	443,083	110,564	2,942,158	
23	-	-	-	276,780	2,837,070	7,523,439	
24	-	-	-	259,297	2,729,115	7,333,195	
25	41,452	84,887	86,671	393,913	106,795	2,877,649	21,486,625
26	33,981	73,291	75,864	378,081	104,436	2,876,730	
27	-	-	-	261,191	2,700,735	8,062,208	
28	-	-	-	238,925	2,481,122	7,670,938	
29	37,611	50,766	67,735	320,895	109,162	2,556,061	19,552,433
30	42,767	62,913	80,080	356,491	102,742	2,809,773	
31	-	-	-	178,455	2,471,210	7,303,365	
32	-	-	-	157,060	2,283,875	6,882,334	
33	47,409	58,868	49,864	333,242	104,562	2,763,621	20,457,619
34	46,723	51,387	80,191	351,620	106,142	2,939,466	
35	-	-	-	150,077	2,485,451	7,607,077	
36	-	-	-	127,655	2,210,281	7,147,455	
37	53,624	71,915	54,743	371,898	95,536	3,168,973	21,604,239
38	56,788	65,267	52,968	371,844	101,311	3,300,063	
39	-	-	-	132,748	2,415,710	7,704,432	
40	-	-	-	133,148	2,267,075	7,430,771	
41	58,609	116,394	45,574	470,780	91,489	3,632,948	22,547,483
42	53,720	114,249	41,772	449,730	88,810	3,736,638	
43	-	-	-	103,106	2,482,128	7,736,430	
44	-	-	-	90,395	2,327,081	7,442,167	
45	110,882	139,352	43,266	575,527	87,631	3,538,878	24,128,978
46	102,613	142,102	42,186	592,766	88,001	3,533,006	
47	-	-	-	147,844	2,514,625	8,609,533	
48	-	-	-	125,492	2,408,314	8,447,561	
49	79,852	120,292	20,737	565,483	83,688	3,632,305	25,320,098
50	83,229	128,316	31,296	596,539	88,368	3,618,298	
51	-	-	-	183,828	2,669,128	9,081,986	
52	-	-	-	171,034	2,553,672	8,987,509	
53	79,584	69,336	36,270	494,284	68,685	3,291,009	24,055,942
54	81,187	74,568	28,268	513,390	77,119	3,358,761	
55	-	-	-	180,747	2,781,479	8,824,420	
56	-	-	-	168,917	2,616,385	8,581,752	
57	104,453	79,533	28,592	537,480	72,271	3,640,687	25,120,713
58	101,176	85,255	26,644	534,063	76,062	3,653,902	
59	-	-	-	228,408	2,759,724	9,028,022	
60	-	-	-	232,740	2,612,819	8,798,102	
61	131,168	93,055	40,225	559,861	75,784	3,514,672	26,111,977
62	132,611	90,367	27,769	542,864	87,828	3,657,521	
63	-	-	-	207,918	2,898,715	9,349,855	
64	-	-	-	205,312	2,795,779	9,389,929	
65	86,527	98,104	44,044	470,222	83,311	3,514,214	28,502,378
66	95,633	108,134	53,463	498,786	87,207	3,675,251	
67	-	-	-	159,431	3,163,656	10,806,122	
68	-	-	-	163,451	2,954,636	10,506,791	
69	56,147	109,224	20,961	399,104	80,964	3,450,179	27,980,766
70	54,118	105,582	23,889	394,067	85,131	3,533,153	
71	-	-	-	160,625	3,089,476	10,579,852	
72	-	-	-	173,610	2,952,926	10,417,532	

TABLE, No. 21.
APPRENTICES.

NUMBER of APPRENTICES' INDENTURES Enrolled, and the Number Cancelled in each Year from 1845 to 1889.

Y E A R S.	Number Enrolled.	Cancellations, Deaths, and Expirations.	Y E A R S.	Number Enrolled.	Cancellations, Deaths, and Expirations.
1845 - - -	15,704	7,412	1866 - - -	5,454	5,765
1846 - - -	10,376	6,928	1867 - - -	5,444	5,611
1847 - - -	11,521	7,041	1868 - - -	4,975	5,754
1848 - - -	11,440	7,762	1869 - - -	4,613	5,553
1849 - - -	9,659	10,540	1870 - - -	4,241	5,495
1850 - - -	5,055	10,270	1871 - - -	4,111	5,325
1851 - - -	5,275	10,597	1872 - - -	4,360	4,918
1852 - - -	5,845	10,487	1873 - - -	4,054	4,769
1853 - - -	6,828	9,333	1874 - - -	4,445	4,448
1854 - - -	7,935	5,682	1875 - - -	4,397	4,205
1855 - - -	7,461	5,712	1876 - - -	4,740	4,233
1856 - - -	7,410	6,084	1877 - - -	4,488	4,278
1857 - - -	6,850	7,092	1878 - - -	4,155	4,775
1858 - - -	5,578	7,676	1879 - - -	3,789	4,379
1859 - - -	5,773	7,755	1880 - - -	3,501	4,345
1860 - - -	5,616	7,404	1881 - - -	2,923	4,175
1861 - - -	5,836	6,650	1882 - - -	2,992	3,890
1862 - - -	5,880	5,588	1883 - - -	2,524	3,592
1863 - - -	5,636	5,807	1884 - - -	2,650	3,321
1864 - - -	5,520	5,925	1885 - - -	2,504	2,845
1865 - - -	5,638	5,529	1886 - - -	2,403	2,852
			1887 - - -	2,429	2,638
			1888 - - -	2,414	2,699
			1889 - - -	2,241	2,725

Note.—It appears by the Official Records that—

On the 31st December 1870 there were 13,303 Indentures in existence.

"	"	1871	"	"	17,092	"	"
"	"	1872	"	"	16,539	"	"
"	"	1873	"	"	15,815	"	"
"	"	1874	"	"	15,812	"	"
"	"	1875	"	"	16,004	"	"
"	"	1876	"	"	16,511	"	"
"	"	1877	"	"	16,721	"	"
"	"	1878	"	"	16,101	"	"
"	"	1879	"	"	15,511	"	"
"	"	1880	"	"	14,667	"	"
"	"	1881	"	"	13,415	"	"
"	"	1882	"	"	12,517	"	"
"	"	1883	"	"	11,449	"	"
"	"	1884	"	"	10,778	"	"
"	"	1885	"	"	10,437	"	"
"	"	1886	"	"	9,990	"	"
"	"	1887	"	"	9,781	"	"
"	"	1888	"	"	9,496	"	"
"	"	1889	"	"	9,012	"	"

TABLE, No. 22.

S E A M E N ' S W A G E S .

RATES of WAGES paid per Month to ABLE SEAMEN in various Trades, in the Ports of *Bristol, Glasgow, Liverpool, London, Newcastle, and Shields*, in each of the Years 1848, 1850, 1860, 1870, 1875, and 1880 to 1889.

TABLE, No. 22.

SEAMEN'S WAGES.

RATES of WAGES paid per Month to ABLE SEAMEN in various Trades, in the Ports of *Bristol, Glasgow, Liverpool*.

PORTS.	VOYAGES TO	1848.	1850.	1860.	1870.		1875.		1880.		1881.		1882.	
					Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.
BRISTOL		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
	Mediterranean	50 -	45 -	50 -	55 -	60/ to 75/	70/ to 80/	80 -	55 -	65/ to 70/	-	70/ to 75/	-	75 -
	North America	50 -	45 -	50 -	55/ to 65/	-	75/ to 80/	80 -	55 -	70 -	60/ to 70/	70/ to 75/	65 -	75 -
	South America	45 -	45 -	50 -	50/ to 55/	-	65/ to 70/	70 -	50 -	-	50/ to 60/	-	65 -	-
	Coast of Africa	50 -	50 -	50 -	55 -	-	70 -	-	50 -	60 -	50/ to 60/	-	60 -	-
	East Indies and China	45 -	-	-	50 -	-	70 -	-	50 -	-	-	-	-	-
Australia	40 -	40 -	-	50 -	-	-	-	-	-	-	-	-	-	80 -
GLASGOW														
	Mediterranean	45 -	45 -	55 -	60 -	65 -	70 -	80 -	55/ to 60/	60/ to 70/	60 -	60/ to 80/	60/ to 65/	70/ to 75/
	North America	50 -	50 -	70 -	70/ to 80/	80 -	90 -	90 -	65/ to 70/	70 -	70 -	70/ to 80/	75/ to 80/	70/ to 80/
	South America	45 -	45 -	50 -	55/ to 60/	65 -	70 -	70 -	50/ to 55/	55 -	55/ to 60/	60/ to 65/	60 -	65 -
	Coast of Africa	-	45 -	55 -	55/ to 60/	65 -	70 -	-	55 -	-	55 -	-	60 -	70 -
	East Indies and China	45 -	45 -	50 -	55 -	65 -	70 -	70 -	50/ to 55/	60/ to 70/	55/ to 60/	60/ to 70/	60 -	70 -
Australia	45 -	45 -	55 -	55 -	-	70 -	80 -	45/ to 55/	60/ to 70/	60 -	-	60 -	70 -	
LIVERPOOL														
	Mediterranean	45 -	50 -	50 -	50 -	60 -	60 -	70 -	50 -	55 -	55 -	60 -	60 -	65/ to 70/
	North America	50 -	50 -	60 -	65 -	80 -	80 -	90 -	50/ to 60/	70/ to 80/	60 -	80 -	60 -	80/ to 90/
	South America	45 -	45 -	50 -	50 -	60 -	60 -	70 -	50 -	55/ to 60/	55 -	65 -	55 -	60 -
	Coast of Africa	45 -	40 -	50 -	50 -	55 -	60 -	55 -	50 -	50 -	55 -	50 -	55 -	50 -
	East Indies and China	40 -	40/ to 45/	50 -	50 -	55 -	60 -	60 -	50 -	55 -	55 -	60 -	55 -	60 -
Australia	45 -	45 -	50 -	50 -	55 -	60 -	-	50 -	-	55 -	-	55/ to 60/	-	
LONDON														
	Mediterranean	45 -	45 -	50 -	50/ to 55/	60/ to 70/	70 -	70/ to 75/	50/ to 55/	65/ to 75/	60/ to 65/	70 -	60/ to 65/	70/ to 80/
	North America	55 -	50 -	55/ to 60/	55/ to 70/	70/ to 80/	70 -	75/ to 90/ *	50 -	65/ to 70/ §	60/ to 65/	80 -	60/ to 65/	75/ to 80/
	South America	45 -	45 -	50 -	50 -	60/ to 65/	65 -	70 -	50 -	65 -	60 -	70 -	60 -	60/ to 70/
	Coast of Africa	45 -	45 -	50 -	50 -	-	65 -	70 -	50/ to 55/	70 -	60 -	70 -	60 -	65/ to 75/
	East Indies and China	40 -	40 -	50 -	50 -	60/ to 65/	65 -	70 -	50 -	60/ to 65/	60 -	70 -	60 -	60/ to 75/
Australia	40 -	40 -	50 -	50 -	50 -	65 -	65/ to 70/	50 -	60/ to 65/	60 -	70 -	60 -	65/ to 70/	
NEWCASTLE and SHIELDS														
	Mediterranean	55 -	50 -	60 -	57 6	70 -	70/ to 75/	80 - †	55 -	70 -	55/ to 70/	70/ to 80/	60 -	80 -
	North America	60 -	57 6	70 -	60/ to 65/	70 -	70/ to 80/	80 -	55/ to 60/	70 -	55/ to 70/	70/ to 80/	60 -	80 -
	South America	45 -	45 -	60 -	50/ to 55/	-	65/ to 75/	80 -	50/ to 55/	70 -	50/ to 60/	70/ to 80/	60/ to 70/	80 -
	Coast of Africa	50 -	-	-	57/6 to 60/	28/ per week.	65/ to 70/	80 -	50/ to 55/	70 -	50/ to 60/	70/ to 80/	60 -	80 -
	East Indies and China	45 -	45 -	50 -	50/ to 55/	60 -	65 -	80 -	50 -	70 -	50/ to 60/	70/ to 80/	60 -	80 -
Australia	-	-	-	50 -	-	65 -	80 -	50 -	70 -	50/ to 60/	70/ to 80/	60 -	80 -	

Note.—The above rates of wages have been obtained from the books kept by the Superintendents of Mercantile Marine at the several ports mentioned (except in the case of Liverpool where no record is kept, and where the Superintendent makes his report from the knowledge of the deputies engaged in shipping crews). In reply to special inquiries as to the practice of the Superintendents in preparing the information, it is stated that the "average" rates of wages have been taken at Glasgow and South Shields, and the rates that have prevailed, with but little fluctuation, at London, Liverpool, Bristol, and North Shields.

TABLE, No. 22.

SEAMEN'S WAGES.

London, Newcastle, and Shields, in each of the Years 1848, 1850, 1860, 1870, 1875, and 1880 to 1889. (See Note below.)

	1883.		1884.		1885.		1886.		1887.		1888.		1889.	
	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	60 -	80 -	- -	70/ to 80/	- -	70 -	55 -	70 -	55 -	70 -	60 -	75 -	70 -	90 -
2	65 -	80	60/ to 65/	70/ to 80/	60 -	70 -	60 -	70 -	60 -	70 -	60 -	75	70 -	90 -
3	60 -	- -	60 -	70 -	60 -	- -	55 -	- -	55 -	- -	60 -	- -	70 -	- -
4	60 -	- -	60 -	- -	60 -	- -	50 -	- -	50 -	- -	55 -	- -	65 -	- -
5	- -	- -	60 -	- -	60 -	- -	55 -	- -	55 -	- -	55 -	- -	70 -	- -
6	- -	- -	60 -	- -	60 -	- -	55 -	- -	55 -	- -	55 -	- -	70	- -
7	60 -	70/ to 75/	- -	70/ to 75/	55/ to 60/	60/ to 65/	50/ to 55/	60 -	50/ to 55/	60 -	55 -	60/ to 70/	60 -	70/ to 95/
8	75/ to 80/	80 -	65 -	80 -	65 -	70 -	55/ to 60/	70 -	50/ to 60/	60/ to 70/	57 6	70/ to 80/	70 -	75/ to 100
9	60 -	70 -	55/ to 60/	70 -	55 -	60 -	50/ to 55/	60 -	50/ to 55/	60 -	50/ to 60/	60/ to 75/	60/ to 70/	65/ to 90/
10	- -	70/ to 80/	- -	- -	- -	- -	50 -	60 -	- -	60 -	- -	65 -	60/ to 70/	65/ to 90/
11	60 -	70/ to 75/	60 -	70 -	55 -	60 -	55 -	60 -	50/ to 55/	60/ to 65/	50 -	60/ to 70/	70 -	65/ to 80/
12	60 -	70 -	55/ to 60/	70 -	55 -	60 -	50/ to 55/	60 -	50 -	- -	50/ to 60/	- -	60/ to 70/	80 -
13	60 -	65 -	55 -	55/ to 60/	- -	60 -	55 -	55/ to 60/	50 -	60	- -	55/ to 60/	- -	70/ to 80/
14	60 -	80 -	55/ to 60/	80 -	60 -	75/ to 80/	60/ to 65/	75/ to 90/	50 -	70 -	60/ to 65/	80 -	70 -	70/ to 80/
15	55 -	60 -	55 -	55/ to 60/	55 -	55/ to 60/	50/ to 55/	55/ to 70/	50 -	60 -	55 -	55/ to 65/	60 -	70/ to 80/
16	55 -	50 -	55 -	50 -	60 -	50 -	55/ to 60/	50 -	50 -	50 -	55 -	50 -	60 -	60 -
17	55 -	60 -	55 -	60 -	55 -	60 -	50/ to 55/	60 -	50 -	60 -	55 -	60 -	60 -	75 -
18	55 -	60 -	55 -	70 -	55 -	- -	50/ to 55/	- -	50 -	- -	55 -	- -	60 -	70/ to 80/
19	60 -	65/ to 75/	60 -	65/ to 75/	55 -	65/ to 75/	50/ to 55/	60/ to 70/	50 -	60/ to 70/	50/ to 60/	65/ to 70/	50/ to 70/	65/ to 85/
20	60 -	75/ to 80/	60 -	70/ to 80/	55 -	70 -	50/ to 55/	60/ to 70/	50/ to 55/	60/ to 70/	50/ to 60/	60/ to 70/	50/ to 70/	70/ to 90/
21	60 -	70/ to 75/	60 -	75 -	55 -	65/ to 70/	50/ to 55/	60/ to 70/	50/ to 60/	65/ to 70/	50/ to 60/	65/ to 70/	50/ to 70/	70/ to 90
22	60 -	70/ to 75/	60 -	70 -	55 -	60/ to 70/	50/ to 55/	65/ to 70/	50 -	65/ to 70/	50/ to 60/	70/ to 75/	50/ to 70/	70/ to 85/
23	60 -	70/ to 75/	60 -	70 -	55 -	65/ to 70/	50/ to 55/	65/ to 70/	50 -	65/ to 70/	50/ to 60/	65/ to 70/	50/ to 70/	70/ to 85/
24	60 -	70/ to 75/	60 -	70 -	55 -	65/ to 70/	50 -	65/ to 70/	50 -	65 -	50/ to 60/	65/ to 70/	50/ to 70/	70/ to 80/
25	60/ to 67/6	80 -†	60 -	70/ to 75/¶	60 -	70/ to 75/¶	55/ to 60/	70 -¶	55 -	70/ to 75/	55/ to 70/	70/ to 80/	60/ to 70/	80/ to 90/†
26	60/ to 65/	80 -	60/ to 65/	70/ to 75/	60 -	70/ to 75/¶	55/ to 60/	70 -	55/ to 65/	70 -¶	60/ to 65/	70/ to 80/	65/ to 75/	80/ to 90/
27	60 -	80 -	60 -	70/ to 75/	55/ to 60/	70/ to 75/¶	50/ to 55/	70 -	50/ to 55/	70 -¶	55/ to 60/	70/ to 80/	60/ to 75/	80/ to 90
28	60 -	80 -	60 -	70/ to 75/	55/ to 60/	70/ to 75/¶	55/ to 60/	70 -¶	50/ to 55/	70 -¶	55/ to 60/	70/ to 80/	60/ to 70/	80/ to 90/
29	60 -	80 -	60 -	70/ to 75/	55/ to 60/	70/ to 75/	50/ to 55/	70 -	50 -	70 -	55/ to 60/	70/ to 80/	60/ to 65/	80/ to 90/
30	60 -	80 -	60 -	70/ to 75/	55/ to 60/	70/ to 75/	55 -	70 -	50 -	70 -	55/ to 60/	70/ to 80/	60/ to 70/	80/ to 90/

* Wages 10 s. less when an advance note is given.
 ‡ Wages 5 s. extra per month if without advance.

† 1 l. 10 s. to 1 l. 12 s. 8 d. per week, without provisions.
 || 1 l. 8 s. to 1 l. 10 s. per week, without provisions.

‡ 1 l. 10 s. per week, without provisions.
 ¶ 1 l. 8 s. per week, without provisions.

TABLE, No. 23.

ENGINEERS' WAGES.

AVERAGE RATES of WAGES paid per Month to ENGINEERS and FIREMEN on Board VESSELS of the undermentioned Tonnage for the Years given.

(a.)—VESSELS UNDER 500 TONS.

YEARS.	ENGINEERS.			Leading	Firemen.
	First.	Second.	Third.	Firemen.	
	s. d.	s. d.	s. d.	s. d.	s. d.
1850 - - -	224 4	143 9	- -	- -	96 10
1855 - - -	232 3	161 4	- -	- -	104 -
1860 - - -	213 3	150 -	- -	- -	98 11
1865 - - -	228 6	161 7	- -	- -	104 1
1870 - - -	253 11	175 10	- -	130 8	116 9
1875 - - -	274 10	186 6	- -	- -	124 4
1880 - - -	268 11	184 10	- -	- -	117 -
1883 - - -	312 -	212 4	- -	- -	129 10
1884 - - -	278 5	190 -	173 4	- -	122 7
1885 - - -	251 4	163 -	- -	- -	114 5
1886 - - -	249 2	170 1	- -	132 2	117 10
1887 - - -	263 6	173 1	- -	131 1	115 11
1888 - - -	266 8	178 6	- -	- -	117 10
1889 - - -	286 3	195 4	150 -	142 1	127 3

Note.—As in the majority of cases the crews on board vessels under 500 tons find their own provisions, the averages under that tonnage are calculated on that scale.

(b.)—VESSELS OF 500 AND UNDER 1,000 TONS.

YEARS.	ENGINEERS.			Leading	Firemen.
	First.	Second.	Third.	Firemen.	
	s. d.	s. d.	s. d.	s. d.	s. d.
1850 - - -	317 3	227 5	166 8	- -	68 5
1855 - - -	301 5	232 7	178 11	- -	88 5
1860 - - -	240 8	191 8	153 9	80 -	77 -
1865 - - -	300 -	215 -	171 1	96 3	79 6
1870 - - -	290 -	200 -	129 -	90 -	79 -
1875 - - -	304 -	208 -	144 -	- -	84 6
1880 - - -	311 10	216 -	155 9	- -	71 11
1883 - - -	301 -	200 -	143 4	- -	82 -
1884 - - -	306 -	219 10	156 6	- -	80 3
1885 - - -	282 -	200 -	127 6	- -	75 6
1886 - - -	277 -	187 -	125 9	- -	74 -
1887 - - -	276 -	188 6	126 5	- -	77 -
1888 - - -	275 -	196 6	128 4	- -	76 6
1889 - - -	280 -	190 -	133 8	95 5	86 4

AVERAGE RATES of Wages paid to Engineers and Firemen on board Vessels, &c.—*continued.*

(c.)—VESSELS OF 1,000, AND UNDER 1,500 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
1850 - - -	355 8	240 -	200 -	—	79 6
1855 - - -	346 -	254 -	198 -	86 8	84 9
1860 - - -	348 8	246 -	198 8	90 -	86 6
1865 - - -	318 -	242 11	189 -	92 6	85 -
1870 - - -	290 4	218 1	170 -	95 -	81 6
1875 - - -	351 6	246 10	179 5	95 -	81 9
1880 - - -	326 -	234 -	163 -	—	73 11
1883 - - -	356 -	262 -	176 -	—	80 -
1884 - - -	320 -	230 -	170 -	90 -	80 6
1885 - - -	308 -	220 -	150 -	—	75 -
1886 - - -	298 -	210 -	145 -	80 -	73 6
1887 - - -	302 -	203 -	144 -	—	75 6
1888 - - -	310 6	213 -	150 -	—	76 6
1889 - - -	300 9	208 4	142 10	98 2	86 5

(d.)—VESSELS OF 1,500, AND UNDER 2,000 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
1850 - - -	—	—	—	—	—
1855 - - -	412 6	281 10	226 10	90 -	78 9
1860 - - -	385 10	261 3	214 7	87 10	80 11
1865 - - -	288 8	218 -	177 8	85 -	78 9
1870 - - -	339 4	252 -	200 5	91 8	85 6
1875 - - -	353 -	259 -	196 -	91 8	89 -
1880 - - -	330 -	241 -	197 -	91 8	79 8
1883 - - -	372 -	264 -	194 -	87 6	80 6
1884 - - -	347 6	237 10	182 5	88 4	79 -
1885 - - -	328 -	236 -	172 -	90 -	76 6
1886 - - -	322 -	224 -	166 -	80 -	75 -
1887 - - -	315 -	223 -	160 -	80 -	75 9
1888 - - -	316 -	222 -	165 -	90 -	77 6
1889 - - -	328 4	227 6	162 11	99 3	87 4

(e.)—VESSELS OF 2,000 TONS AND ABOVE.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
1850 - - -	—	—	—	—	—
1855 - - -	421 4	280 -	219 4	87 6	79 6
1860 - - -	447 9	276 3	225 5	86 8	81 10
1865 - - -	376 8	250 -	204 2	92 6	85 -
1870 - - -	350 8	250 -	205 8	90 -	87 9
1875 - - -	390 -	270 -	214 -	100 -	96 -
1880 - - -	372 -	289 -	224 -	94 3	85 1
1883 - - -	396 -	296 -	236 -	98 -	86 -
1884 - - -	*377 -	287 -	223 -	96 1	87 -
1885 - - -	*378 -	290 -	226 -	97 -	88 -
1886 - - -	*379 -	277 -	211 -	92 2	83 6
1887 - - -	*385 -	267 -	213 -	90 -	82 -
1888 - - -	*352 -	270 -	212 -	95 -	84 -
1889 - - -	*358 4	255 5	186 3	101 8	87 3

* In some instances the chief engineers receive 500 *s.*, or even more, but these, being special cases, have not been included in the average.

TABLE, No. 24.

PERSONS EMPLOYED—(BRITISH AND FOREIGN).

NUMBER of PERSONS, distinguishing BRITISH and FOREIGN, employed in VESSELS (registered under the Merchant Shipping Acts) belonging to the UNITED KINGDOM, ISLE OF MAN,* and CHANNEL ISLANDS (exclusive of Vessels employed on Rivers and in Inland Navigation), which were returned as employed in the Home and Foreign Trades, showing the proportion of Foreigners to every 100 British Subjects in each Year from 1851 to 1889.

Y E A R S.	Number of British Persons Employed.	Number of Foreign Persons Employed.	Total Number of Persons Employed.	Proportion of Foreigners to every 100 British Subjects Employed.
Exclusive of Masters.				
1851 - - -	136,144	5,793	141,937	4.2
1852 - - -	153,863	5,700	159,563	3.7
1853 - - -	165,205	7,321	172,526	4.4
1854 - - -	149,215	13,200	162,415	8.8
1855 - - -	155,610	12,927	168,537	8.3
1856 - - -	160,597	13,321	173,918	8.3
1857 - - -	162,012	14,375	176,387	8.9
1858 - - -	165,498	12,334	177,832	7.4
1859 - - -	160,210	12,296	172,506	7.6
1860 - - -	157,312	14,280	171,592	9.0
1861 - - -	- - -	Not separated - -	171,957	—
1862 - - -	157,767	16,096	173,863	10.2
1863 - - -	165,794	18,933	184,727	11.4
1864 - - -	173,833	21,923	195,756	12.6
1865 - - -	177,363	20,280	197,643	11.4
1866 - - -	- - -	Not separated - -	196,371	—
1867 - - -	174,523	21,817	196,340	12.5
1868 - - -	177,239	20,263	197,502	11.4
1869 - - -	175,332	20,158	195,490	11.4
1870 - - -	177,951	18,011	195,962	10.1
1871 - - -	181,973	17,765	199,738	9.76
1872 - - -	183,129	20,591	203,720	11.24
1873 - - -	182,399	19,840	202,239	10.87
1874 - - -	182,687	20,919	203,606	11.45
1875 - - -	178,994	20,673	199,667	11.55
1876 - - -	177,727	20,911	198,638	11.76
1877 - - -	173,926	22,636	196,562	13.01
1878 - - -	172,242	23,343	195,585	13.55
1879 - - -	169,145	24,403	193,548	14.43
1880 - - -	169,692	23,280	192,972	13.72
1881 - - -	168,098	24,805	192,903	14.76
1882 - - -	169,920	26,017	195,937	15.31
1883 - - -	172,414	28,313	200,727	16.42
1884 - - -	171,871	27,783	199,654	16.17
1885 - - -	171,585	27,196	198,781	15.85
1886 - - -	162,614	25,183	†187,797	15.49
1887 - - -	160,912	24,046	†184,958	14.94
Inclusive of Masters.				
1888 - - -	179,069	25,277	†205,246	14.05
1889 - - -	183,473	26,841	†210,314	14.63

* Only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at ports in the United Kingdom are included.

† Lascars and Asiatics under Asiatic articles of agreement are not included in the above Table, their numbers not having been ascertained and recorded before 1886. The total number of persons employed, including such Lascars and Asiatics was, in 1886, 204,470, in 1887, 202,543, in 1888, 223,673, and in 1889, 230,263. Masters are included for the first time in the year 1888.

TABLE, No. 25.

PERSONS EMPLOYED—(PROPORTIONS PER 100 TONS).

STATEMENT showing the TONNAGE of SAILING and STEAM VESSELS (registered under the Merchant Shipping Acts) belonging to the UNITED KINGDOM, ISLE OF MAN,* and CHANNEL ISLANDS (exclusive of Vessels Employed on Rivers, and in Inland Navigation, which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades respectively, in each of the Years 1854, 1860, 1865, 1870, 1875, 1880, and 1882-89; also the Number of Persons Employed therein, with the Proportion of Persons to every 100 Tons in each Trade and Class of Vessel, Masters not being included previous to the Year 1888.

TRADES IN WHICH EMPLOYED.	Year.	SAILING VESSELS.			STEAM VESSELS.			TOTAL.		
		Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.
In the Home Trade	1854	694,712	34,510	4.97	54,002	3,840	7.11	748,714	38,350	5.12
	1860	821,079	39,163	4.77	92,254	6,416	6.95	913,333	45,579	4.99
	1865	795,434	37,631	4.73	134,776	8,189	6.07	930,210	45,820	4.92
	1870	766,742	40,265	5.25	170,746	11,445	6.70	937,488	51,710	5.51
	1875	715,950	37,401	5.22	231,722	13,479	5.82	947,672	50,880	5.37
	1880	693,501	35,839	5.17	236,358	14,088	5.96	929,859	49,927	5.37
	1882	655,618	33,335	5.08	254,029	15,083	5.94	909,647	48,418	5.32
	1883	653,518	33,498	5.13	280,190	16,673	5.95	933,708	50,171	5.37
	1884	659,745	34,228	5.19	296,844	17,151	5.78	956,589	51,379	5.37
	1885	657,717	34,124	5.19	300,598	18,082	6.02	958,315	52,206	5.45
	1886	646,679	32,696	5.06	310,444	17,968	5.79	957,123	50,664	5.29
	1887	633,602	32,165	5.08	304,593	18,631	6.12	938,140	50,796	5.41
	1888	597,145	†39,505	†6.62	289,852	†20,540	†7.09	886,997	†60,045	†6.77
Partly in the Home and partly in the Foreign Trade	1889	571,438	†38,314	†6.70	289,245	†21,015	†7.27	860,683	†59,329	†6.89
	1854	202,124	8,099	4.01	19,135	1,328	6.94	221,259	9,427	4.26
	1860	226,556	8,700	3.84	29,803	1,731	5.80	256,359	10,431	4.07
	1865	282,225	10,457	3.70	43,225	2,005	4.64	325,521	12,462	3.82
	1870	283,682	9,988	3.52	108,813	4,221	3.87	392,495	14,209	3.62
	1875	205,352	7,510	3.66	145,308	5,582	3.84	350,660	13,092	3.73
	1880	132,534	4,989	3.76	68,598	2,700	3.94	201,132	7,689	3.82
	1882	115,859	4,411	3.81	151,491	5,298	3.50	267,350	9,709	3.63
	1883	85,944	3,224	3.75	56,294	2,084	3.70	142,238	5,308	3.73
	1884	67,960	2,718	4.00	107,037	3,586	3.35	174,997	6,304	3.60
	1885	67,753	2,606	3.85	86,104	3,248	3.77	153,857	5,854	3.80
	1886	59,436	2,129	3.58	110,091	3,485	3.17	169,527	5,614	3.31
	1887	51,129	1,845	3.61	103,622	3,287	3.17	154,751	5,132	3.32
In the Foreign Trade	1888	55,495	†2,420	†4.36	105,712	†13,839	†13.63	161,207	†16,259	†13.88
	1889	66,619	†2,856	†4.29	118,407	†14,092	†13.46	185,026	†16,948	†13.76
	1854	2,619,620	103,913	3.97	139,500	10,726	7.69	2,759,120	114,639	4.15
	1860	2,804,610	97,624	3.48	277,437	17,958	6.47	3,082,047	115,582	3.75
	1865	3,629,023	110,501	3.04	523,698	28,860	5.51	4,152,721	139,361	3.35
	1870	3,468,717	96,954	2.79	760,410	33,089	4.35	4,229,127	130,043	3.07
	1875	3,123,202	81,329	2.60	1,470,158	54,366	3.70	4,593,360	135,695	2.95
	1880	2,924,407	67,840	2.32	2,289,179	67,516	2.95	5,213,586	135,356	2.60
	1882	2,652,678	59,455	2.24	2,885,355	78,355	2.72	5,538,033	137,810	2.49
	1883	2,630,497	58,584	2.23	3,319,619	86,664	2.61	5,950,116	145,248	2.44
	1884	2,530,625	54,437	2.15	3,421,733	87,534	2.56	5,952,358	141,971	2.39
	1885	2,594,093	54,238	2.09	3,502,898	86,483	2.47	6,096,991	140,721	2.31
	1886	2,526,117	†50,590	†2.00	3,491,330	†97,602	†2.80	6,017,447	†148,192	†2.46
TOTAL	1887	2,429,699	†47,432	†1.95	3,601,164	†99,183	†2.75	6,030,863	†146,615	†2.43
	1888	2,401,419	†48,669	†2.03	3,902,265	†108,700	†2.79	6,303,684	†157,369	†2.50
	1889	2,338,289	†46,595	†1.99	4,257,156	†117,391	†2.76	6,595,445	†163,986	†2.49
	1854	3,516,456	146,522	4.17	212,637	15,894	7.47	3,729,093	162,416	4.36
	1860	3,852,245	145,487	3.77	399,494	26,105	6.53	4,251,739	171,592	4.03
	1865	4,706,752	158,589	3.37	701,699	39,054	5.56	5,408,451	197,643	3.65
	1870	4,519,141	147,207	3.25	1,039,969	48,755	4.67	5,559,110	195,962	3.52
	1875	4,044,504	126,240	3.12	1,847,188	73,427	3.98	5,891,692	199,667	3.39
	1880	3,750,442	108,668	2.90	2,594,135	84,304	3.25	6,344,577	192,972	3.04
	1882	3,424,155	97,201	2.84	3,290,875	98,736	3.00	6,715,030	195,937	2.92
	1883	3,369,959	95,306	2.83	3,656,103	105,421	2.88	7,026,062	200,727	2.86
	1884	3,258,330	91,383	2.80	3,825,614	108,271	2.83	7,083,944	199,654	2.82
	1885	3,319,563	90,968	2.74	3,889,600	107,813	2.77	7,209,163	198,781	2.76
	1886	3,232,232	†85,415	†2.64	3,911,865	†119,055	†3.04	7,144,097	†204,470	†2.86
	1887	3,114,430	†81,442	†2.61	4,009,324	†121,101	†3.02	7,123,754	†202,543	†2.84
	1888	3,054,059	†90,594	†2.97	4,297,829	†133,079	†3.10	7,351,888	†223,673	†3.04
	1889	2,976,346	†87,765	†2.95	4,664,808	†142,498	†3.05	7,641,154	†230,263	†3.01

* Only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at ports in the United Kingdom are included.

† Including Lascars and Asiatics under Asiatic Articles of Agreement. See note to previous Table.

‡ The number of persons employed in 1888 and 1889, and the proportion per 100 tons, includes masters as well as Lascars and Asiatics. If masters were omitted, as in previous years, the approximate proportion would be—

	Years.	In the Home Trade.	Partly in the Home and partly in the Foreign Trade.	In the Foreign Trade.	Total.
Sailing vessels	1888	5.07	3.59	1.92	2.56
	1889	5.13	3.54	1.89	2.55
	1888	6.48	3.40	2.70	2.97
Steam vessels	1889	6.63	3.24	2.68	2.94
	1888	5.53	3.46	2.40	2.80
	1889	5.64	3.34	2.40	2.78
Sailing and steam vessels					

TABLE, No. 26.

PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

NUMBER and TONNAGE of SAILING VESSELS under 300 Tons (registered under the Merchant Shipping Vessels Employed on Rivers and in Inland Navigation), which were returned as Employed in the Home, of Persons Employed therein, in each Year from 1860 to 1889, the Return being exclusive of Masters

YEARS.	HOME TRADE.			PARTLY HOME AND PARTLY FOREIGN TRADE.		
	Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.
1860	10,825	813,567	38,998	1,284	194,372	7,675
1861	11,037	824,356	39,355	1,246	189,432	7,446
1862	10,470	767,423	36,394	1,392	209,276	8,178
1863	10,670	749,895	36,648	1,609	240,473	9,400
1864	10,994	785,780	37,629	1,529	232,239	8,940
1865	11,156	794,141	37,595	1,561	244,421	9,295
1866	11,294	810,780	37,353	1,404	219,120	8,223
1867	11,488	835,627	38,421	1,109	164,745	6,293
1868	11,777	800,813	39,353	1,334	200,011	7,510
1869	11,564	771,667	39,351	1,458	224,066	8,413
1870	11,567	762,303	40,142	1,428	213,387	7,987
1871	11,826	771,775	41,704	1,425	210,411	7,947
1872	12,232	791,143	42,010	1,255	182,823	6,954
1873	11,536	742,679	39,462	1,276	178,921	6,811
1874	10,822	691,536	36,890	1,377	207,392	7,913
1875	10,551	709,980	37,245	1,251	176,195	6,724
1876	10,631	703,391	36,465	1,151	166,932	6,293
1877	10,634	694,984	35,822	1,118	159,274	6,000
1878	10,510	693,995	35,901	916	124,691	4,778
1879	10,702	704,822	36,685	880	118,123	4,509
1880	10,672	690,021	35,791	966	124,347	4,772
1881	10,264	675,042	34,579	770	99,571	3,881
1882	10,046	654,757	33,313	800	106,865	4,186
1883	9,997	653,203	33,489	603	80,408	3,079
1884	10,081	657,589	34,188	523	63,670	2,607
1885	10,079	656,089	34,086	498	62,291	2,473
1886	9,614	638,232	32,581	434	51,800	1,984
1887	9,559	627,584	32,059	393	45,419	1,723
1888	9,194	595,313	† 39,462	421	52,714	† 2,346
1889	8,981	569,281	† 38,277	491	63,205	† 2,764

* Only such Foreign-going vessels belonging to the Isle of Man for which
† Including Masters.

TABLE, No. 26.

PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

Acts) belonging to the UNITED KINGDOM, ISLE OF MAN,* and CHANNEL ISLANDS (exclusive of partly in the Home and partly in the Foreign, and in the Foreign Trades, respectively, with the Number for the period from 1860 to 1887 inclusive.

FOREIGN TRADE.			TOTAL.			YEARS.
Vessels.	Tons.	Persons. Employed.	Vessels.	Tons.	Persons Employed.	
3,227	587,489	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	581,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,992	1867
2,888	554,181	22,111	15,999	1,555,005	68,974	1868
2,625	508,734	20,138	15,647	1,504,469	67,902	1869
2,593	496,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,935	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1875
1,685	337,371	12,344	13,467	1,207,694	55,102	1876
1,613	329,146	11,891	13,365	1,183,404	53,713	1877
1,642	331,109	11,795	13,068	1,149,795	52,474	1878
1,430	285,602	10,169	13,018	1,103,547	51,363	1879
1,342	268,243	9,529	12,980	1,082,611	50,092	1880
1,157	225,551	8,328	12,191	1,000,164	46,788	1881
922	180,902	6,631	11,768	942,524	44,130	1882
862	164,418	6,159	11,462	898,029	42,727	1883
761	145,187	5,408	11,365	866,446	42,203	1884
699	129,195	4,955	11,275	847,574	41,514	1885
589	111,716	3,996	10,627	801,808	38,561	1886
531	99,127	3,548	10,483	772,130	37,330	1887
552	97,245	†4,083	10,167	745,272	†45,891	1888
490	85,915	†3,639	9,962	718,401	†44,680	1889

crews were engaged at ports in the United Kingdom are included.

TABLE, No. 27.

ANALYSIS OF CREWS OF MERCHANT SHIPS (SAILING VESSELS).

COMPARATIVE TABLE showing the Constitution of the Crews of certain British Sailing Vessels

1877.

Vessel's Name.	Official Number.	Port.	Tons.	Owners.	Description of Voyage.	Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.
Loch Long - -	76,726	Glasgow -	1,203	Aitken, Lilburn & Co.	Glasgow to Melbourne -	3	-	1	-	1	1	14	2
Bakamah - -	54,947	Liverpool -	1,378	Edward Bates - -	London to Calcutta -	2	-	1	-	1	1	18	1
British Duke -	70,904	Liverpool -	1,417	British Shipowners' Company.	Liverpool to Calcutta -	3	-	1	-	1	1	18	3
Baroda - - -	49,890	Liverpool -	1,364	T. J. Brocklebank -	Liverpool to Calcutta -	3	-	-	-	1	1	16	-
Maulsden - -	73,395	Dundee -	1,499	D. Bruce - - -	Liverpool to Melbourne	3	-	1	-	1	1	15	-
Basuto - - -	65,709	London -	334	Daniel King - -	London to Port Natal -	1	-	-	-	1	-	3	2
Mermerus - -	67,904	Greenock -	1,671	A. & J. H. Carmichael	London to Melbourne -	3	-	1	-	1	1	17	1
Star of Russia -	63,958	Belfast -	1,892	J. Corry - - -	London to Calcutta -	3	-	1	-	1	1	22	-
County of Caithness	73,862	Glasgow -	1,645	R. & J. Craig - -	Glasgow to Bombay -	2	-	1	-	1	-	16	3
Hawkesbury - -	60,903	London -	1,120	Devitt & Moore -	London to Sydney -	3	4	1	3	2	1	11	-
Hindustan - -	45,208	Aberdeen -	674	James Milne - -	Aberdeen to Baltic -	2	-	-	-	1	1	9	1
Argomene - - -	76,415	Liverpool -	1,661	H. Fernie & Sons -	Liverpool to Melbourne	3	-	1	-	2	-	20	-
Rydalmere - -	70,908	Liverpool -	1,245	J. Sprott - - -	London to Sydney -	2	-	1	-	1	1	11	1
Knight of the Garter	78,724	Liverpool -	1,433	Greenshields, Cowie & Co.	Liverpool to Bombay -	3	-	1	-	1	-	17	-
Orissa - - -	63,437	Greenock -	1,199	J. Kerr - - -	Cardiff to Bombay -	2	-	1	-	1	1	11	3
Wairoa - - -	73,621	London -	1,015	New Zealand Shipping Company.	London to Wellington, New Zealand.	3	-	-	-	1	1	18	3
Bann - - -	73,550	London -	1,650	J. Nourse - - -	London to Port Elizabeth.	2	-	-	-	1	1	14	2
Ailsa - - -	63,281	Liverpool -	1,061	Sandbach, Tinne & Co.	Liverpool to Calcutta -	3	-	1	-	1	1	16	1
Euterpe - - -	47,617	Southampton	1,197	Shaw, Savill & Co. -	London to Otago -	3	-	1	-	1	1	16	3
Epsilon - - -	51,105	Swansea -	521	Swansea Shipowners' Company.	Liverpool to Valparaiso	1	-	1	-	1	-	6	2
Glennearn - -	68,267	Dundee -	601	W. O. Taylor - -	Cardiff to Valparaiso -	2	-	-	-	1	1	6	-
Samuel Plimsoll -	65,097	Aberdeen -	1,444	G. Thompson & Co. -	London to Sydney -	3	-	1	-	1	1	22	7
Sorata - - -	63,170	Liverpool -	786	J. B. Walmsley -	New port to Iquique -	2	-	-	-	1	1	8	-
Blackadder - -	63,573	London -	917	J. Willis - - -	London to Sydney -	2	-	1	-	1	1	14	-
Lanarkshire - -	68,039	Glasgow -	794	Thomas Law - -	London to Wellington, New Zealand.	2	-	1	-	1	-	7	2
TOTAL - - -			29,721	- - - -	- - - -	61	4	18	3	27	19	345	37

ABSTRACT OF THE ABOVE.

Capacities : showing Increase and Decrease in each.

Number of Men to each 100 Tons,
exclusive of Master.

1877.	1887.
2:3485	2:0288

Capacity.	1877.	1887.
Mates - - - -	61	62
Midshipmen - -	4	-
Boatswains - -	18	15
Quartermasters -	3	-
Carpenters - -	27	25
Sailmakers - -	19	19
Able Seamen - -	345	290
Ordinary Seamen -	37	32
Apprentices - -	95	97
Boys - - - -	10	4
Other Persons - -	79	59
TOTAL - - -	698	603

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the United Kingdom as representatives

- TABLE, No. 27.

- ANALYSIS OF CREWS OF MERCHANT SHIPS (SAILING VESSELS).

Employed in the Foreign Trade of the United Kingdom, in the Years 1877 and 1887.

1877.					1887.														
Apprentices.	Boys.	Other Persons.	Total Crew.	Total Foreigners.	Owners.	Description of Voyage.	Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Other Persons.	Total Crew.	Total Foreigners.
4	-	8	34	2	Aitken, Lilburn & Co.	Glasgow to Melbourne	3	-	1	-	1	1	14	2	3	-	8	33	8
1	2	2	29	5	Edward P. Bates	London to Sydney	2	-	1	-	1	1	13	4	1	-	2	25	7
4	-	2	33	8	British Shipowners' Company.	Liverpool to Calcutta	3	-	1	-	1	1	13	-	5	-	2	26	3
9	-	2	32	7	T. & J. Brocklebank	Liverpool to Calcutta	3	-	-	-	1	1	13	1	4	-	2	25	4
4	-	4	29	5	D. Bruce	London to Sydney	2	-	1	-	1	1	16	-	5	-	2	28	10
2	1	1	11	1	Daniel King	London to Tien-tsin	2	-	-	-	1	-	4	1	-	2	1	11	-
7	-	3	34	5	T. Carmichael	London to Melbourne	2	-	-	-	1	1	17	2	6	-	3	32	11
6	-	2	36	9	J. P. Corry	London to San Francisco	3	-	-	-	1	1	21	-	6	-	2	34	8
4	-	2	29	2	R. Craig	Cardiff to Calcutta	3	-	1	-	1	-	14	2	6	-	1	28	9
4	-	10	39	5	Devitt & Moore	London to Sydney	3	-	1	-	1	1	12	-	12	-	7	37	3
-	-	1	15	-	James Milne	Aberdeen to Baltic	2	-	1	-	1	1	6	1	-	-	1	13	-
4	-	3	33	5	H. Fernie & Sons	London to Melbourne	2	-	1	-	1	1	14	-	6	-	2	27	10
6	-	2	25	4	Fisher & Sprott	Maryport to Seattle	2	-	1	-	1	1	10	1	4	1	2	23	1
4	-	2	28	5	R. L. Greenshields	Liverpool to Calcutta	2	-	1	-	1	1	14	2	2	-	2	25	10
4	-	2	25	3	J. Kerr & Co.	Maryport to Townsville	3	-	1	-	1	1	7	4	3	-	2	22	4
3	3	9	41	4	New Zealand Shipping Company.	London to Lyttelton	3	-	1	-	1	1	12	2	4	-	3	27	3
6	-	1	27	11	James Nourse	Liverpool to Calcutta	3	-	1	-	1	1	15	3	1	-	2	27	7
1	2	2	28	2	Sandbach, Tinne & Co.	Liverpool to Calcutta	3	-	-	-	1	1	12	2	-	-	2	21	1
3	1	4	33	5	Shaw, Savill & Co.	London to Melbourne	3	-	-	-	1	1	12	2	4	-	2	25	7
1	1	1	14	6	Swansea Shipowners' Company.	Swansea to Santos	1	-	1	-	1	-	6	1	1	-	1	12	4
4	-	2	16	2	W. O. Taylor & Co.	Maryport to Monte Video	2	-	-	-	1	-	6	-	4	-	1	14	7
2	-	7	44	6	G. Thompson & Co	London to Sydney	3	-	1	-	1	1	16	2	4	1	3	32	6
6	-	2	20	1	J. B. Walmsley	Liverpool to Valparaiso	2	-	-	-	1	1	6	-	5	-	2	17	2
4	-	2	25	9	J. Willis	London to Sydney	3	-	-	-	1	-	9	-	7	-	2	22	5
2	-	3	18	4	T. Law & Co.	Glasgow to Brisbane	2	-	-	-	1	-	8	-	4	-	2	17	1
95	10	79	698	116	-	-	62	-	15	-	25	19	290	32	97	4	59	603	131

- ABSTRACT OF THE ABOVE.

Nationality of Foreigners.

Nationality.	1877.	1887.	Nationality.	1877.	1887.
Norwegians	18	24	Italians	-	-
Swedes	26	47	Greeks	1	-
Danes	12	8	Austrians	2	1
Germans	19	20	Portuguese	1	-
Dutch	1	-	Russians	8	14
French	5	4	Americans	16	8
Spanish	-	2	Other Countries	4	2
Belgians	3	1			
			TOTAL	116	131

f their class, care being taken to select those vessels which it has been found possible to trace on the Registers in both of the years 1877 and 1887.

TABLE, No. 28.

ANALYSIS OF CREWS OF MERCHANT SHIPS (STEAM VESSELS).

COMPARATIVE TABLE showing the Constitution of the Crews of certain British STEAM Vessels

1877.

Vessel's Name	Official Number.	Port.	Tons.	Horse Power.	Owners.	Description of Voyage.	Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.
Pierremont	72,659	West Hartlepool.	889	120	Wm. Gray	Tyne to Cronstadt	2	1	-	1	6	-	-	-	2	6
Adriatic	65,925	Liverpool	2,468	600	Oceanic Steam Navigation Co.	Liverpool to New York.	4	2	-	1	33	2	-	-	6	33
Alexandria	63,793	Glasgow	1,055	424	Henderson Brothers	Glasgow to Lisbon and New York.	3	2	4	1	8	-	-	-	4	9
Ambriz	65,894	London	1,376	250	African Steam Ship Co.	Liverpool to West Coast of Africa.	3	1	4	1	9	2	-	-	4	11
Andean	65,982	Liverpool	1,374	420	West India and Pacific Steam Ship Co.	Liverpool to West Indies.	3	1	-	1	16	2	-	-	4	11
Nubian	72,366	Southampton	1,983	400	Union Steam Ship Co.	Southampton to Cape Town.	4	1	3	1	19	4	-	3	4	19
Maharajah	65,671	London	984	170	Wm. Milburn	Tyne to Mediterranean.	2	1	-	1	7	-	-	-	3	6
Ararat	65,892	Liverpool	1,305	209	Papayanni & Co.	Liverpool to Mediterranean.	3	1	-	1	12	-	-	-	3	11
Biela	63,247	Liverpool	1,401	280	Liverpool, Brazil, and River Plate Steam Navigation Co.	Liverpool to South America.	4	-	-	1	15	-	-	-	4	9
Surat	54,738	Greenock	1,995	530	Peninsular and Oriental Steam Navigation Co.	London to Bombay	5	1	-	2	7	-	-	-	5	-
Durham	48,662	Hull	1,441	200	Bailey and Leetham	Hull to Baltic	3	1	-	1	9	-	-	-	3	7
Explorer	69,243	Liverpool	1,297	225	Clarente Steam Ship Co.	Liverpool to West Indies.	3	1	-	1	10	2	-	1	4	10
Marathon	28,220	Glasgow	1,552	300	Cunard Steam Ship Co.	Liverpool to United States of America.	4	2	-	1	29	-	-	-	4	15
Warwick Castle	77,027	London	1,892	370	Donald Currie & Co.	London to Cape Town.	4	2	3	1	16	2	-	-	4	20
Nerissa	77,031	London	1,299	260	J. Fenwick	Tyne to Mediterranean.	2	1	-	1	8	-	-	-	3	7
Gleneagles	76,736	Glasgow	1,837	530	J. McGregor	London to India and China.	4	1	-	1	14	-	-	-	4	19
Navarino	68,694	Hull	2,159	340	C. H. Wilson	London to Colombo	4	-	4	1	-	-	-	2	5	10
Menzaleh	63,603	London	1,267	130	H. Nelson	Tyne to Bombay	3	1	-	1	6	-	-	-	4	8
Chimborazo	65,886	Liverpool	2,443	550	Orient Steam Navigation Co.	London to Australia	4	2	-	1	28	2	-	2	5	24
Cotopaxi	69,265	Liverpool	2,583	600	Pacific Steam Navigation Co.	Liverpool to Valparaiso.	4	3	-	1	25	4	-	2	5	24
Para	69,255	London	2,405	600	Royal Mail Steam Packet Co.	Southampton to West Indies.	5	3	4	1	19	2	-	2	6	31
City of Canterbury.	71,704	Glasgow	2,099	440	G. Smith & Sons	Glasgow to Calcutta	3	2	4	1	10	3	-	-	4	15
Ravenhill	72,139	Whitby	924	130	Turnbull & Son	Cardiff to East Indies	2	1	-	1	6	-	-	-	3	7
Hidalgo	68,235	Hull	1,230	140	T. Wilson, Sons, & Co.	Hull to Baltic	2	1	-	1	9	-	-	-	2	7
Royal Welsh	70,278	Cardiff	926	150	Young & Christie	Newport to Mediterranean	2	1	-	1	6	-	-	-	3	5
Deronda	68,968	Sunderland	1,090	180	J. H. W. Culliford	Sunderland to United States of America.	-	1	-	1	9	-	-	-	4	5
Cathay	65,702	Glasgow	1,884	500	Peninsular and Oriental Steam Navigation Co.	London to Bombay	4	1	-	1	8	-	-	-	4	-
Nepaul	73,821	Glasgow	2,064	600	- ditto - ditto	London to Madras	5	1	-	2	7	-	-	-	5	-
TOTAL			45,212	9,639	TOTAL		94	36	26	30	352	25	-	12	111	329

ABSTRACT OF THE ABOVE.

Capacities: showing Increase and Decrease in each.

Number of Men to each 100 Tons,
exclusive of Muster.

1877.

1887.

3,8507

3,7976

Capacity.	1877.	1887.
Mates	94	90
Boatswains	36	29
Quartermasters	26	20
Carpenters	30	30
Able Seamen	352	291
Ordinary Seamen	25	9
Apprentices	-	1
Boys	12	11
Engineers	111	107
Firemen	329	291
Lascars	-	-
Deck Hands	129	149
Engineer's Department	102	187
Steward's Department	80	68
Asiatics.	-	-
Other Persons	415	435
TOTAL	1,741	1,718

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the United Kingdom both of the years 1877 and 1887.

TABLE. No. 28.

ANALYSIS OF CREWS OF MERCHANT SHIPS (STEAM VESSELS).

Employed in the Foreign Trade of the United Kingdom in the Years 1877 and 1887.

1877.										1887.																		
Deck Hands.	Lascars and other Asiatics.			Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.	Owners.	Description of Voyage.		Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.	Lascars and other Asiatics.			Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.			
	Engineers' Department.	Steward's Department.	Deck Hands.																	Deck Hands.	Engineers' Department.	Steward's Department.						
1	-	-	-	3	21	2	Wm. Gray	Hartlepool to Genoa	2	-	-	-	6	-	-	-	3	5	-	-	-	-	2	18	1			
2	-	-	-	51	132	10	Oceanic Steam Navigation Co.	Liverpool to New York.	4	2	-	1	25	-	-	-	6	36	-	-	-	-	60	134	5			
3	-	-	-	7	38	1	Henderson Brothers	Liverpool and Cardiff to Leghorn and United States of America.	2	1	2	1	8	-	1	1	3	10	-	-	-	-	5	34	4			
4	-	-	-	11	46	2	African Steam Ship Co.	Liverpool to West Coast of Africa.	3	-	-	1	9	-	-	-	4	9	-	-	-	-	11	37				
5	-	-	-	9	47	3	West India and Pacific Steam Ship Co.	Liverpool to West Indies.	3	1	-	1	10	-	-	-	4	10	-	-	-	-	7	36	4			
6	-	-	-	30	98	5	Union Steam Ship Co.	Southampton to Cape Town.	3	1	-	1	12	2	-	2	3	16	-	-	-	-	6	46	-			
7	-	-	-	3	23	-	W. Milburn	Tyne to Mediterranean.	2	-	-	1	6	-	-	-	3	5	-	-	-	-	2	19	1			
8	-	-	-	5	36	2	B. Papayanni	Liverpool to Mediterranean.	3	1	-	1	10	-	-	-	3	11	-	-	-	-	6	35	1			
9	-	-	-	10	43	3	Liverpool, Brazil, and River Plate Steam Navigation Co.	Liverpool to South America.	4	-	-	1	13	-	-	-	4	10	-	-	-	-	8	40	6			
10	37	30	28	18	133	3	Peninsular and Oriental Steam Navigation Co.	London to Bombay	5	1	-	2	7	-	-	-	4	-	38	42	9	43	151	9				
11	-	-	-	3	27	2	W. S. Bailey	Hull to Mediterranean.	3	1	-	1	8	-	-	-	3	6	-	-	-	-	3	25	5			
12	-	-	-	3	35	4	Charente Steam Ship Co.	Liverpool to New Orleans.	2	1	-	1	9	-	-	-	4	9	-	-	-	-	5	31	3			
13	-	-	-	16	71	6	Cunard Steam Ship Co.	Liverpool to United States of America.	4	1	-	1	22	-	-	-	4	15	-	-	-	-	32	79	3			
14	-	-	-	38	90	3	Donald Currie & Co.	London to Cape Town	4	3	4	1	12	-	-	2	4	20	-	-	-	-	37	87	2			
15	-	-	-	3	25	1	Fenwick & Son	Tyne to Mediterranean.	2	1	-	1	5	-	-	-	2	6	-	-	-	-	3	20	11			
16	-	-	-	9	52	4	J. McGregor	London to India and China.	4	1	4	1	9	-	-	-	4	-	19	4	11	57	-					
17	19	11	4	14	74	2	British India Associated Steamers.	London to Colombo	4	1	-	1	4	-	-	-	4	-	30	39	25	6	114	3				
18	-	-	-	3	26	1	Nelson, Doukin, & Co.	Tyne to Mediterranean.	2	-	-	1	6	-	-	-	3	5	-	-	-	-	3	20	2			
19	-	-	-	39	108	3	Orient Steam Navigation Co.	London to Sydney	4	3	3	1	24	2	-	3	6	25	-	-	-	-	46	117	3			
20	-	-	-	30	98	8	Pacific Steam Navigation Co.	Liverpool to Valparaiso.	4	3	-	1	16	2	-	2	5	25	-	-	-	-	35	93	6			
21	-	-	-	35	108	5	Royal Mail Steam Packet Co.	Southampton to West Indies.	5	1	3	1	22	2	-	1	6	30	-	-	-	-	32	103	7			
22	-	-	-	12	54	-	G. Smith & Sons	Glasgow to Bombay	3	1	4	1	11	1	-	-	4	16	-	-	-	-	12	53	1			
23	-	-	-	2	22	-	T. Turnbull	Cardiff to Havannah	2	1	-	1	4	-	-	-	3	5	-	-	-	-	2	18	-			
24	-	-	-	3	25	7	T. Wilson, Sons, & Co.	Hull to Mediterranean.	2	-	-	1	8	-	-	-	3	6	-	-	-	-	3	23	2			
25	-	-	-	3	21	3	Christie & Co.	Cardiff to Mediterranean.	2	1	-	1	5	-	-	-	3	5	-	-	-	-	3	20	3			
26	-	-	-	3	26	3	J. H. W. Culliford	Swansea to Alexandria.	2	1	-	1	6	-	-	-	3	6	-	-	-	-	3	22	1			
27	36	26	24	18	122	1	Peninsular and Oriental Steam Navigation Co.	London to Bombay	5	1	-	2	7	-	-	-	4	-	33	41	16	31	145	1				
28	37	35	24	34	150	1	ditto - ditto	London to Calcutta	5	1	-	2	7	-	-	-	5	-	43	46	14	18	141	1				
TOTAL									90	20	20	30	291	9	1	11	107	291	149	187	68	435	1,718	89				

ABSTRACT OF THE ABOVE.

Nationality of Foreigners, exclusive of Lascars.

Nationality.	1877.	1887.	Nationality.	1877.	1887.
Norwegians	12	5	Italians	3	8
Swedes	16	19	Greeks	2	1
Danes	3	7	Austrians	5	5
Germans	20	17	Portuguese	2	2
Dutch	4	3	Russians	4	2
French	6	9	Americans	5	10
Spanish	-	-	Other Countries	2	1
Belgians	1	-	TOTAL	85	80

as representatives of their class, care being taken to select those vessels which it has been found possible to trace on the Registers in

TABLE, No. 29.

RELIEF OF DISTRESSED SEAMEN ABROAD.

RETURN of SUMS VOTED, and of the EXPENDITURE, on account of the RELIEF of DISTRESSED BRITISH SEAMEN ABROAD, since the Vote has been administered by the Board of Trade, from 1855-56 to 1888-89.

YEAR.				Voted.			Expenditure.		
				£.	s.	d.	£.	s.	d.
Net Expenditure for	1855-56	-	-	17,000	-	-	8,662	5	1
Ditto	1856-57	-	-	17,000	-	-	16,695	18	9
Ditto	1857-58	-	-	20,000	-	-	21,733	3	2
Ditto	1858-59	-	-	20,000	-	-	17,503	9	8
Ditto	1859-60	-	-	20,000	-	-	21,094	15	1
Ditto	1860-61	-	-	20,000	-	-	20,855	1	5
Ditto	1861-62	-	-	20,400	-	-	22,492	7	1
Ditto	1862-63	-	-	20,400	-	-	25,876	6	4
Ditto	1863-64	-	-	20,400	-	-	19,218	14	2
Ditto	1864-65	-	-	34,400	-	-	35,788	16	8
Ditto	1865-66	-	-	30,400	-	-	28,259	10	5
Ditto	1866-67	-	-	47,342	17	7	*19,162	9	9
Ditto	1867-68	-	-	38,187	5	-	38,187	5	-
Gross Expenditure for	1868-69	-	-	45,400	-	-	38,427	7	2
Ditto	1869-70	-	-	45,400	-	-	37,059	1	9
Ditto	1870-71	-	-	36,000	-	-	35,068	12	1
Ditto	1871-72	-	-	35,400	-	-	34,260	8	1
Ditto	1872-73	-	-	36,000	-	-	32,578	4	1
Ditto	1873-74	-	-	33,000	-	-	30,204	12	2
Ditto	1874-75	-	-	29,000	-	-	31,185	16	1
Ditto	1875-76	-	-	31,000	-	-	29,220	19	2
Ditto	1876-77	-	-	33,000	-	-	32,223	11	1
Ditto	1877-78	-	-	33,000	-	-	31,612	2	4
Ditto	1878-79	-	-	31,500	-	-	34,373	1	2
Ditto	1879-80	-	-	† 34,000	-	-	29,414	11	7
Ditto	1880-81	-	-	32,400	-	-	27,256	10	2
Ditto	1881-82	-	-	31,900	-	-	29,066	11	9
Ditto	1882-83	-	-	30,900	-	-	30,701	19	4
Ditto	1883-84	-	-	-	†	-	27,348	17	4
Ditto	1884-85	-	-	-	†	-	28,957	-	-
Ditto	1885-86	-	-	-	†	-	24,314	1	7
Ditto	1886-87	-	-	-	†	-	26,999	2	5
Ditto	1887-88	-	-	-	†	-	25,635	-	5
Ditto	1888-89	-	-	-	†	-	26,962	16	1

* Includes Five Quarters.

† Includes Supplementary Estimate, 3,000 £.

‡ The amount voted after 1st April 1883 is included in the Grant in Aid of the Mercantile Marine Fund, and cannot be separately distinguished.

TABLE, No. 30.

SEAMEN'S SAVINGS BANKS.

ACCOUNT of all DEPOSITS Received and Repaid by the BOARD OF TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, from 1st October 1856 to 20th November 1888.

YEAR.	Amount Received.	Amount Paid.	YEAR.	Amount Received.	Amount Paid.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
1856 - -	1,638 10 -	344 - -	1873 - -	43,715 2 3	39,493 3 4
1857 - -	11,353 3 -	4,572 2 -	1874 - -	50,182 15 6	45,964 9 10
1858 - -	11,005 16 -	7,105 8 9	1875 - -	48,370 2 2	47,616 12 9
1859 - -	13,538 18 3	8,417 17 3	1876 - -	50,731 10 5	47,116 - 11
1860 - -	14,958 17 7	9,653 2 10	1877 - -	56,495 15 5	53,601 3 10
1861 - -	17,112 7 9	12,680 17 2	1878 - -	51,435 19 11	47,967 4 9
1862 - -	17,088 13 1	15,342 11 -	1879 - -	59,113 13 2	59,670 9 5
1863 - -	17,098 5 11	14,090 - 5	1880 - -	58,548 13 10	53,295 - 4
1864 - -	20,583 2 7	17,201 3 6	1881 - -	58,247 8 4	53,809 6 6
1865 - -	21,215 13 9	18,396 11 6	1882 - -	66,336 14 9	60,230 1 -
1866 - -	24,040 6 5	22,802 10 11	1883 - -	66,029 3 7	61,794 6 1
1867* - -	32,747 7 4	30,396 17 5	1884 - -	67,605 15 2	68,207 1 2
1868 - -	30,120 2 1	28,522 5 6	1885 - -	69,449 11 11	71,629 7 8
1869 - -	37,029 13 -	34,928 19 7	1886 - -	60,884 10 1	61,111 4 2
1870 - -	33,174 4 5	32,130 13 1	1887 - -	57,332 18 3	55,880 7 10
1871 - -	39,819 3 6	36,658 19 10	1888 - -	64,661 15 4	58,027 5 4
1872 - -	37,625 6 6	34,424 6 7			

* A Temporary Deposit Bank was established in this year at Liverpool.

TABLE, No. 31.

SEAMEN'S MONEY ORDERS.

RETURN showing the Number and Amount of SEAMEN'S MONEY ORDERS issued at Ports in the United Kingdom, and at Ports Abroad, and Paid at Ports in the United Kingdom, from 1867 to 1888-89.

ISSUED.			PAID (Exclusive of Amounts paid at Ports Abroad).		
YEAR.	Number.	Amount Received.	YEAR.	Number.	Amount Paid.
		£. s. d.			£. s. d.
1867 - -	48,674	295,622 3 5	1867 - -	48,631	295,153 4 3
1868 - -	53,003	294,022 6 6	1868 - -	52,995	294,181 15 3
1869 - -	56,740	318,046 14 10	1869 - -	56,707	318,860 2 11
1870 - -	58,039	312,482 6 3	1870 - -	57,947	311,587 8 8
1871 - -	60,632	338,630 18 8	1871 - -	60,289	337,568 14 6
1872 - -	59,350	323,009 16 2	1872 - -	59,201	322,595 13 4
1873 - -	59,816	355,747 14 -	1873 - -	59,717	355,467 11 4
1874 - -	60,808	371,367 2 1	1874 - -	60,568	372,064 8 10
1875 - -	62,006	388,646 15 10	1875 - -	61,759	387,525 9 9
1876 - -	64,650	415,071 16 2	1876 - -	64,324	415,439 15 3
1877 - -	67,489	411,047 15 -	1877 - -	67,363	408,643 17 7
1878 - -	71,120	421,068 12 2	1878 - -	71,072	420,749 9 9
1879 - -	70,802	428,510 5 -	1879 - -	72,284	430,606 12 7
1880 - -	68,159	381,910 15 5	1880 - -	68,130	381,630 8 9
1881-82*	94,513	475,360 3 3	1881-82*	94,450	474,710 19 8
1882-83 -	85,318	437,622 5 3	1882-83 -	85,298	436,727 7 10
1883-84 -	85,098	461,797 8 9	1883-84 -	84,993	461,528 2 7
1884-85 -	86,327	447,674 12 11	1884-85 -	86,278	447,837 19 10
1885-86 -	86,469	436,927 10 5	1885-86 -	86,456	436,080 2 6
1886-87 -	86,148	425,140 10 8	1886-87 -	86,202	425,244 1 10
1887-88 -	86,180	413,066 4 2	1887-88 -	86,112	413,227 4 8
1888-89 -	87,324	416,166 13 5	1888-89 -	87,369	417,019 15 10

NOTE.—Years ended 31st December up to and inclusive of the Year 1880. Years ended 31st of March after that date.

* Includes Five Quarters.

TABLE, No. 32.

TRANSMISSION OF SEAMEN'S WAGES.

RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES,
from 1st February 1878 to 31st March 1889.

	Receipts.			Payments.		
	£.	s.	d.	£.	s.	d.
1878 (11 months) - - -	22,225	1	5	21,926	-	8
1879 - - - - -	27,967	4	-	27,326	19	5
1880 - - - - -	62,978	5	6	62,813	15	9
1881-82 * - - - - -	148,758	6	3	147,941	17	-
1882-83 - - - - -	159,104	16	5	158,779	18	8
1883-84 - - - - -	187,808	8	-	187,703	19	1
1884-85 - - - - -	169,282	11	6	168,317	16	4
1885-86 - - - - -	189,593	14	2	190,628	18	9
1886-87 - - - - -	177,071	17	2	176,431	18	3
1887-88 - - - - -	175,705	16	5	176,178	1	3
1888-89 - - - - -	176,297	16	8	176,405	5	3

* Includes Five Quarters.

TABLES
SHOWING
THE PROGRESS
OF
BRITISH MERCHANT SHIPPING.

(*Sir Michael Hicks Beach.*)

*Ordered, by The House of Commons, to be Printed,
2 June 1890.*

[*Price 6 d.*]

192.

Under 6 oz.

H.—11. 6. 90.

LIGHTHOUSES ABROAD.

AN ACCOUNT showing the DUES received, and EXPENDITURE incurred, in the CONSTRUCTION, REPAIR, and MAINTENANCE of LIGHTHOUSES in BRITISH POSSESSIONS ABROAD, during the Year 1888-89, prepared in pursuance of "The Merchant Shipping Act Amendment Act, 1855" (18 & 19 Vict. c. 91, s. 8).

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

*Ordered, by The House of Commons, to be Printed,
1, July 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYEE and SPOTTISWOODE, East Harding-street, London. E.C.
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIE, and Co., 104, Grafton-street, Dublin

LIGHTHOUSES ABROAD.

STATEMENT showing the DUES received, and EXPENDITURE incurred, in the CONSTRUCTION, REPAIR, and MAINTENANCE of LIGHTHOUSES in BRITISH POSSESSIONS ABROAD, during the Year 1888-89, prepared in pursuance of "The Merchant Shipping Act Amendment Act, 1855" (18 & 19 Vict. c. 91, s. 8).

CAPE RACE LIGHT DUES, 1888-89.

RECEIPTS.				PAYMENTS.			
		£.	s. d.			£.	s. d.
Balance on 1st April 1888	- - - -	10,394	12 -	Exchequer and Audit Department, for Audit of Account, 1886-87	- - - -	5	10 -
Interest on Exchequer Bills	- - - -	220	- -	Amount paid to the Government of the Dominion of Canada	- - - -	20,579	1 6
Amount realised by sale of 10,000 L. Exchequer Bills	- - - -	9,969	19 6				
		£.	20,584 11 6			£.	20,584 11 6

This Lighthouse has been maintained by Government of the Dominion of Canada since the 30th of June 1886, from which date the Dues ceased to be levied. The balance due has been handed over, under the provisions of the Cape Race Lighthouse Act, 1886.

BASSES DUES, 1888-89.

RECEIPTS.				PAYMENTS.			
		£.	s. d.			£.	s. d.
Balance on 1st April 1888	- - - -	25,989	12 11	Maintenance of Great and Little Basseß and Minicoy Lighthouses	- - - -	4,653	6 5
Dues collected as under:		£.	s. d.	Repayment of Loans	- - - -	2,500	- -
Bombay	- - - -	1,753	12 2	Interest on Loans	- - - -	3,080	18 9
Burmah	- - - -	1,813	3 5	Exchequer and Audit Department, for Audit of Accounts, 1886-87	- - - -	174	- -
Calcutta	- - - -	7,989	19 3	Minicoy Construction Account	- - - -	534	5 5
Ceylon	- - - -	1,877	18 6			10,942	10 7
Madras	- - - -	519	6 10				
Mauritius	- - - -	72	1 5	Balance on 31st March 1889	- - - -	43,467	2 9
Penang	- - - -	331	7 1				
Singapore	- - - -	4,767	1 9			£.	54,409 13 4
Ports in the United Kingdom		8,882	15 2				
Less,—		28,007	5 7				
Light Dues refunded	- - - -	147	16 8				
		27,859	8 11				
Dividends and Interest	- - - -	560	11 6				
		£.	54,409 13 4				

MINICOY CONSTRUCTION (including Accounts for 1883-84, 1884-85, 1885-86, 1886-87, 1887-88, and 1888-89).

RECEIPTS.				PAYMENTS.			
		£.	s. d.			£.	s. d.
Loans	- - - -	15,000	- -	Expenditure to 31st March 1889 (less recoveries)		29,383	4 11
Transfer from Great and Little Basseß Dues Account, 1883-84	- - - -	13,848	19 6				
Ditto - ditto 1888-89	- - - -	534	5 5				
		£.	29,383 4 11			£.	29,383 4 11

DONDRA HEAD and WELMADUWA CONSTRUCTION.

RECEIPTS.					PAYMENTS.				

LIGHTHOUSES ABROAD.

AN ACCOUNT showing the Dues received, and
EXPENDITURE incurred, in the CONSTRUCTION,
REPAIR, and MAINTENANCE of LIGHTHOUSES in
BRITISH POSSESSIONS ABROAD, during the Year
1888-89, prepared in pursuance of "The Merchant
Shipping Act Amendment Act, 1855" (18 & 19
Vict. c. 91, s. 8).

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed
15 July 1890.

[Price $\frac{1}{4}$ d.]

301.

Under 1 oz.

H.—18. 7. 90.

LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, and the COMMISSIONERS of NORTHERN LIGHTHOUSES, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 267, of Session 1889).

Board of Trade, }
3 July 1890. }

HENRY G. CALCRAFT.

(PRESENTED PURSUANT TO ACT 25 & 26 VICT. c. 63, s. 43.)

*Ordered, by The House of Commons, to be Printed,
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LONDON:
PRINTED BY HENRY HANSARD AND SON;

AND

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and 32, Abingdon-street, Westminster, S.W.;

ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co. 104, Grafton-street, Dublin.

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of
of their Inspection of LOCAL

No. 1.

(H.—3186).

RETURN of INSPECTION of LOCAL LIGHTS, &c., by CORPORATION of

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.		Source of Light.	
			Character.	System.		Ventilation and Cleanliness.			
SILLOTH :	1889 :				Feet.				
Pier - - - -	29 Aug.	North British Rail- way Company.	White, fixed -	$\frac{7}{8}$ -inch bur- ner.	33	Satisfac- tory.	Paraffin		1
Lee Scar - - - -	29 „	- - ditto - -	- ditto - -	Catoptric -	25	Ditto -	Colza -		2
SKINBURNES OR COTE -	29 „	- - ditto - -	Red, fixed -	- ditto -	40	Ditto -	Colza -		3
SOLWAY LIGHTSHIP - -	29 „	- - ditto - -	- ditto - -	- ditto -	25	Ditto -	Colza -		4
BARROW CHANNEL - -	31 „	Furness Railway Company, F. C. Stileman, 23, Great George - street, Westminster.	1 white, fixed, gas bell buoy.	Lens -	26	Ditto -	Com- pressed Gas.		5
1 and 2 Leading Lights -	31 „	- - ditto - -	2 white, fixed -	Lens -	20, 38	Ditto -	Gas -		6
3 and 4 Leading Lights -	31 „	- - ditto - -	- ditto - -	Lens -	20, 46	Ditto -	Gas -		7
5 and 6 Leading Lights -	31 „	- - ditto - -	- ditto - -	Lens -	20, 61	Ditto -	Gas -		8
Piel Pier - - - -	31 „	- - ditto - -	Red, fixed -	Lens -	-	Ditto -	Gas -		9
Elbow in Walney Channel	31 „	- - ditto - -	White, fixed -	Lens -	-	Ditto -	Oil -		10
MARYPORT :									
Outer End South Pier -	30 „	Harbour Trustees, Maryport.	- ditto - -	—	31, 85	Ditto -	Gas -		11
Outer End North Pier -	30 „	- - ditto - -	Red, fixed -	—	32, 14	Ditto -	Gas -		12
Inner End South Pier -	30 „	- - ditto - -	White, fixed -	4th order dioptric.	51, 45	Ditto -	Gas -		13
Ditto - ditto - - -	30 „	- - ditto - -	Red, fixed -	—	41, 12	Ditto -	Gas -		14
WORKINGTON :									
John Pier - - - -	30 „	Harbour Trustees, Workington.	Red, white, fixed.	—	45	Ditto -	Gas -		15
Wood Pier - - - -	30 „	- - ditto - -	Red, fixed -	—	23	Ditto -	Gas -		16
North Jetty - - - -	30 „	- - ditto - -	Green, fixed -	—	23	Ditto -	Gas -		17
North Bank - - - -	30 „	- - ditto - -	- ditto - -	—	40	Ditto -	Gas -		18
South Harbour - - -	30 „	- - ditto - -	Red, fixed -	—	24	Ditto -	Gas -		19
Merchant's Quay - -	30 „	- - ditto - -	Green, fixed -	—	25	Ditto -	Gas -		20
WHITEHAVEN - - - -	30 „	Board of Conser- vators, West Cum- berland, Fishery District.	—	—	-	—	-		21

DEPTFORD STROND, and the COMMISSIONERS of NORTHERN LIGHTHOUSES,
LIGHTHOUSES, BUOYS, and BEACONS.

No. 1.

TRINITY HOUSE, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63.

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Number of Wood or Iron.	Buoys.		RECOMMENDATIONS.
			Fog Signals.	Tide Signals.		Colour, Shape, Condition, &c.	If in best Positions.	
1	Satisfactory	Sufficient for purpose	—	—	17	12 Nun	—	Buoys to be altered to uniform system. (Authorities written to on the subject.
2	- ditto -	- - ditto -	—	—	—	5 Can.	—	
3	- ditto -	- - ditto.	—	—	—	—	—	
4	- ditto -	- - ditto.	—	—	—	—	—	
5	- ditto -	- - ditto -	—	—	5 and 6	Nun.	—	
6	- ditto -	- - ditto -	—	—	—	Can.	—	
7	- ditto -	- - ditto -	—	—	—	Conical.	—	
8	- ditto -	- - ditto.	—	—	—	—	—	
9	- ditto -	- - ditto.	—	—	—	—	—	
10	- ditto -	- - ditto.	—	—	—	—	—	
11	- ditto -	- - ditto.	—	—	—	—	—	
12	- ditto -	- - ditto.	—	—	—	—	—	
13	- ditto -	- - ditto.	—	—	—	—	—	
14	- ditto -	- - ditto.	—	—	—	—	—	
15	- ditto -	Reflectors require re-silvering.	—	—	1	Red, round	—	Authorities communicated with on the subject.
16	- ditto -	—	—	—	1	Red, square.	—	
17	- ditto -	—	—	—	—	—	—	
18	- ditto -	—	—	—	—	—	—	
19	- ditto -	—	—	—	—	—	—	
20	- ditto -	—	—	—	—	—	—	
21	—	—	—	—	1 1	Red Black	- - }	

No. 1.—RETURN of Inspection of Local Lights, &c., by Corporation of Trinity

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.	
			Character.	System.		Ventilation and Cleanliness.		
WHITEHAVEN :	1889 :				<i>Fect.</i>			
West Pier - - -	30 Aug.	Town and Harbour Trustees, Whitehaven.	White, revolving.	Reflectors -	50	—	Colza -	1
North Pier - - -	30 „	- - ditto - -	Green, fixed -	- ditto -	22	—	Gas -	2
Old Quay - - -	30 „	- - ditto - -	Red, fixed -	- ditto -	40	—	Gas -	3
Ditto - - -	30 „	- - ditto - -	- ditto -	Common lamp.	25	—	Gas -	4
WALNEY ISLAND - - -	31 Aug.	Trustees of the Port of Lancaster.	White, revolving.	Reflectors -	70	Satisfactory	Oil -	5
Hawsey Point - - -	31 „	- - ditto - -	Red, fixed -	- ditto -	40	- ditto -	Oil -	6
MORECAMBE BAY :								
Lightship - - -	30 „	Midland Railway Company, Derby.	White, fixed -	- ditto -	-	- ditto -	Oil -	7
Lighthouse - - -	30 „	- - ditto - -	- ditto -	- ditto -	38	- ditto -	Gas -	8
Ditto - - -	30 „	- - ditto - -	2 red, fixed -	- ditto -	<i>Ft. in.</i> 21 9 28	- ditto -	Gas -	9
FLEETWOOD - - -	31 „	Lancashire and York and London and North Western Railway Companies.	1 white, fixed -	Lens -	25	- ditto -	Paraffin	10
	31 „	- - ditto - -	2 white, fixed -	Reflectors -	100, 40	- ditto -	Gas -	11
BLACKPOOL :								
Pier - - -	31 „	Pier Company, Blackpool.	Green, fixed -	—	20	- ditto -	Gas -	12
South Pier - - -	31 „	South Blackpool Jetty Company, Limited.	Red, fixed -	Hexagon lantern on iron tripod.	-	- ditto -	Paraffin	13
SOUTHPORT :								
Pier - - -	31 „	Pier Company, Southport.	White, fixed -	Lens -	20	- ditto -	Gas -	14
BIRKENHEAD :								
Landing stage - - -	31 „	Lessee of New Ferry Pier.	- ditto -	- Dioptric -	25	- ditto -	Gas -	15
Eastham Ferry - - -	31 „	- - ditto - -	- ditto -	Common glass and lantern.	15	- ditto -	Oil -	16
RIVER RIBBLE :								
Landing stage - - -	31 „	Corporation of Preston.	2 red, fixed -	Lens -	<i>Ft. in.</i> 20 10	- ditto -	Gas -	17
Lighthouse entrance to river.	31 „	- - ditto - -	White, flashing	Dioptric -	66 8	- ditto -	Gas -	18
Lytham Pier Light - - -	31 „	- - ditto - -	Red, fixed -	—	27	- ditto -	Gas -	19

House, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued*.

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS.
			Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
1	—	—	—	—	—	—	—	
2	—	—	—	—	—	—	—	
3	—	—	—	—	—	—	—	
4	—	—	—	—	—	—	—	
5	Satisfactory	Sufficient for purpose	—	—	1	Black nun.	—	
6	- ditto -	- - ditto - -	—	—	3 1	Black, conical. Black can.	—	
7	- ditto -	- - ditto - -	—	—	8	2 black, conical.	—	
8	- ditto -	- - ditto - -	—	—	—	1 black, barrel.	—	
9	- ditto -	—	—	—	—	5 red, conical.	—	
10	- ditto -	Sufficient for purpose	—	—	17	8 red.	—	
11	- ditto -	- - ditto - -	—	—	—	9 black.	—	
12	- ditto -	- - ditto.	—	—	—	—	—	
13	- ditto -	- - ditto.	—	—	—	—	—	
14	—	- - ditto.	—	—	—	—	—	
15	Satisfactory	- - ditto - -	—	—	2	Red can	- -	
16	- ditto -	- - ditto.	—	—	—	—	—	
17	- ditto -	- - ditto - -	—	—	14	9 black conical.	—	
18	- ditto -	- - ditto - -	—	—	—	4 red can	- -	To inquire whether it occurs as described in Admiralty List (authorities written to on the subject).
19	- ditto -	- - ditto - -	—	—	—	1 black and white chequered can.	—	

No. 1.—RETURN of Inspection of Local Lights, &c., by Corporation of Trinity

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.
			Character.	System.		Ventilation and Cleanliness.	
MERSEY RIVER:	1889:				<i>Feet.</i>		
Lighthouse Point Lynas -	5 Sept.	Mersey Docks and Harbour Board.	White, occult- ing.	Lens -	128	Satisfac- tory.	Oil - 1
Ormes Head - - -	5 "	- - ditto - -	White, fixed -	Lens -	325	ditto -	Oil - 2
Lower Hoylake - - -	5 "	- - ditto - -	- ditto - -	Lens -	31	ditto -	Oil - 3
Dove Beacon - - -	5 "	- - ditto - -	2 red, fixed -	Lens {lower upper	44 74	} See Ad- miralty List.	Oil - 4
Lcasowe - - - -	5 "	- - ditto - -	White, fixed -	Reflectors -	94	ditto -	Oil - 5
Bidston - - - -	5 "	- - ditto - -	- ditto - -	Lens -	225	ditto -	Oil - 6
Rock - - - -	5 "	- - ditto - -	White, revolv- ing.	Lens -	77	ditto -	Oil - 7
Low Rock, North Wall -	5 "	- - ditto - -	White, fixed, with red seg- ment.	Lens -	70	ditto -	Oil - 8
Crosby - - - -	5 "	- - ditto - -	White, fixed -	Reflectors -	95	ditto -	Oil - 9
LIGHT VESSELS:							
North-west - - -	5 "	- - ditto - -	White, revolv- ing.	- ditto -	30	ditto -	Oil - 10
Bar - - - -	5 "	- - ditto - -	White, flashing -	ditto -	30	ditto -	Oil - 11
Formby - - - -	5 "	- - ditto - -	Red, revolving -	ditto -	30	ditto -	Oil - 12
Crosby - - - -	5 "	- - ditto - -	White, flashing -	ditto -	27	ditto -	Oil - 13
Upper Mersey - - -	5 "	- - ditto - -	White, fixed -	ditto -	25	ditto -	Oil - 14
RHYL:							
Pier - - - -	2 Sept.	Rhyl Pier Company, Limited.	- ditto - -	Ordinary lamp.	About 20	ditto -	Gas - 15
LLANDUDNO:							
Pier - - - -	2 "	Llandudno Pier Com- pany, Limited.	Green, fixed -	4th Order -	About 30	Satisfac- tory.	Oil - 16
BEAUMARIS:							
Pier - - - -	3 "	Town Council - -	Red, fixed -	—	18	ditto -	Gas - 17
ALMWCH - - - -	5 "	Harbour Trustees -	White, fixed -	Reflectors -	23	ditto -	Gas - 18
CARNARVON:							
Llanddwyn Port - - -	3 "	Harbour Trustees -	Red, fixed -	Dioptric -	50	ditto -	Oil - 19
HOLYHEAD:							
Wooden Jetty - - -	4 "	Board of Trade -	White, fixed -	3rd order, but a gas light with lens similar to breakwater.	20	ditto -	Gas - 20
Old Pier - - - -	4 "	- - ditto - -	Red, fixed -	Small gas light.	20	ditto -	Gas - 21
Inner Harbour, south side	4 "	London and North Western Railway Company.	Green, fixed -	- ditto -	10	ditto -	Gas - 22
Inner Harbour, north side	4 "	- - ditto - -	Red, fixed -	- ditto -	16	ditto -	Gas - 23
NEW QUAY:							
Pier - - - -	5 "	Harbour Company -	White and red, fixed.	—	40	ditto -	Oil - 24

House, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued*.

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Number of Wood or Iron.	Buoy.		RECOMMENDATIONS.
			Fog Signals.	Tide Signals.		Colour, Shape, Condition, &c.	If in best Position.	
1	Satisfactory	Sufficient for purpose	—	—	83	Black to port.	—	
2	- ditto -	- - ditto - -	—	—	—	Red to star-board.	—	
3	- ditto -	- - ditto - -	—	—	—	Can to port.	—	
4	- ditto -	- - ditto - -	—	—	—	Conicle to starboard.	—	
5	- ditto -	- - ditto.	—	—	—	—	—	
6	- ditto -	- - ditto.	—	—	—	—	—	
7	- ditto -	- - ditto.	—	—	—	—	—	
8	- ditto -	- - ditto.	—	—	—	—	—	
9	- ditto -	- - ditto.	—	—	—	—	—	
10	- ditto -	- - ditto.	—	—	—	—	—	
11	- ditto -	- - ditto.	—	—	—	—	—	
12	- ditto -	- - ditto.	—	—	—	—	—	
13	- ditto -	- - ditto.	—	—	—	—	—	
14	- ditto -	- - ditto.	—	—	—	—	—	
15	- ditto -	- - ditto.	—	—	—	—	—	
16	- ditto -	- - ditto.	—	—	—	—	—	
17	- ditto -	- - ditto - -	—	—	15	{ 7 red can - 8 black nun - }	—	Buoyage to be altered to uniform system (authorities written to on the subject).
18	- ditto -	- - ditto.	—	—	—	—	—	
19	- ditto -	- - ditto - -	—	—	18	{ 7 black - 6 red - 4 green - 1 black and white, chequered - }	—	Buoyage to be altered to uniform system (authorities written to on the subject).
20	- ditto -	- - ditto.	—	—	—	—	—	
21	- ditto -	- - ditto.	—	—	—	—	—	
22	- ditto -	- - ditto.	—	—	—	—	—	
23	- ditto -	- - ditto.	—	—	—	—	—	
24	- ditto -	Sufficient.	—	—	—	—	—	

J. Inglis, Secretary.

— No. 2. —

(H. 433.)

REPORT by COMMISSIONERS of NORTHERN LIGHTHOUSES on Inspection of
HARBOUR LIGHTS.Northern Lighthouse Board,
84, George-street, Edinburgh,
1 January 1890.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit, for the information of the Board of Trade, copy of a Report by the Engineer, dated 31st ultimo, on his inspection of Harbour Lights in Scotland and the Isle of Man in 1889, under the "Merchant Shipping Act Amendment Act, 1862," 25 & 26 Vict. c. 63, s. 43 (4), which has been approved of by the Commissioners.

I am, &c.
(signed) J. M. Duncan,
Secretary.

The Assistant Secretary,
Harbour Department, Board of Trade,
London.

REPORT of Inspection of HARBOUR LIGHTS.

I BEG to submit the following Report of the Inspection of Harbour Lights made during the year 1889 :—

Annan Foot.—This light was found to be well kept, but one of the reflectors required to be resilvered. On this defect being pointed out it was immediately rectified.

Kirkcudbright Harbour.—This light was found in pretty good order, save that the red glass was cracked, a defect which has, since the inspection, been put right.

Ness Harbour.—The light authorised by the Commissioners in 1885 to be exhibited at this harbour has been extinguished, and a hand lantern is only now used.

The following lights were also inspected and found to be in good order, viz., Peel, Isle of Man, Campbeltown, Oban, East Loch Tarbert, Stornoway, Dunbar, Burnmouth, Eyemouth, Coldingham, Leith, Newhaven, Granton, Arbroath, and Aberdeen.

(signed) D. A. Stevenson.

Edinburgh, 31 December 1889.

LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STONED, and the COMMISSIONERS of NORTHERN LIGHTHOUSES, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 267, of Session 1889).

(Presented pursuant to Act 25 & 26 Vict. c. 63, s. 43.)

*Ordered, by The House of Commons, to be Printed,
4 July 1890.*

[Price 1½d.]

280.

H.—8. T. 90.

Under 2 oz.

LOCAL MARINE BOARDS.

RETURN to an Order of the Honourable The House of Commons,
dated 30 June 1890;—for,

RETURN “of the Names and Descriptions of the MEMBERS of all the
LOCAL MARINE BOARDS (for each Port separately), distinguishing, as far
as possible, those Members who do not own Ships, or Shares in Ships,
from the Others.”

Board of Trade, }
11 August 1890. }

HENRY G. CALCRAFT.

RETURN of the Names and Descriptions of the MEMBERS of all the LOCAL MARINE
BOARDS (for each Port separately), distinguishing, as far as possible, those Members
who do not own Ships, or Shares in Ships, from the Others.*

NAME OF MEMBER.	DESCRIPTION.	Whether an Owner of Ships or Shares in Ships.
ABERDEEN :		
<i>Member ex-officio :</i>		
Stewart, the Hon. David - - -	The Lord Provost of Aberdeen and a comb manufacturer.	No.
<i>Nominees of the Board of Trade :</i>		
Aiken, James - - - - -	Underwriter and Lloyd's agent - - -	No.
Crombie, James - - - - -	Provision merchant and shipowner - - -	Yes.
Esslemont, Peter, M.P. - - -	Warehouseman - - - - -	No.
Inglis, Alexander - - - - -	Retired merchant - - - - -	No.
<i>Elected by the Shipowners :</i>		
Adam, Thomas, junior - - -	Shipowner and manager of steamship com- panies.	Yes.
Cook, John, J.P. - - - - -	Shipowner and underwriter - - - - -	Yes.
Duthie, James - - - - -	Retired master mariner, and now rope and sail maker.	Yes.
Elsmie, James - - - - -	Shipowner and coal merchant - - - - -	Yes.
Milne, George - - - - -	Shipowner and timber merchant - - - - -	Yes.
Nicol, John B. - - - - -	Shipowner and insurance broker - - - - -	Yes.
BELFAST :		
<i>Members ex-officio :</i>		
Connor, C. C. - - - - -	Mayor of Belfast and a linen merchant - - -	Yes.
Macarthy, Felix J. - - - - -	Resident magistrate - - - - -	No.
Eaton, Richard - - - - -	- ditto - ditto - - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Beath, Robert N. - - - - -	Consulting engineer and superintending en- gineer of ships.	Yes.
Boyd, Henry - - - - -	Underwriter, steamship manager, &c. - - -	Yes.
Herdman, William P. - - - - -	Retired master mariner and marine surveyor	Yes.
Johnstone, Samuel A., J.P. - - -	Linen manufacturer - - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Corry, Sir James P., Bart., M.P. - - -	Shipowner and timber merchant - - - - -	Yes.
Corry, Robert W. - - - - -	- ditto - ditto - ditto - - - - -	Yes.
Dixon, Daniel, J.P. - - - - -	- ditto - ditto - ditto - - - - -	Yes.
Lowther, Samuel, J.P. - - - - -	Shipowner, broker, &c. - - - - -	Yes.
Porter, William, J.P. - - - - -	Retired master mariner and shipowner - - -	Yes.
Woodside, William J. - - - - -	Shipowner, broker, &c. - - - - -	Yes.

* Section 110 of the Merchant Shipping Act, 1854, provides that each Local Marine Board shall be constituted as follows :—“(that is to say), the mayor or provost and the stipendiary magistrate, or such of the mayors or provosts and stipendiary magistrates of the place (if more than one) as the Board of Trade appoints, shall be a member or members *ex-officio*; the Board of Trade shall appoint four members from persons residing or having places of business at the port or within seven miles thereof; and the owners of foreign-going ships, and home trade passenger ships registered at the port shall elect six members.”

NAME OF MEMBER.	DESCRIPTION.	Whether an Owner of Ships or Shares in Ships.
BRISTOL :		
<i>Member ex-officio :</i>		
Wathen, Sir Charles - - - - -	Mayor of Bristol and a retired merchant - -	No.
<i>Nominees of the Board of Trade :</i>		
Lowther, Samuel - - - - -	Retired master mariner and a marine surveyor.	Yes.
Rees, Henry - - - - -	Representative of a sailor's society - - -	No.
Tozer, M. P. S., I.N. - - - - -	Retired master mariner, and a marine surveyor.	No.
Whitwill, Mark - - - - -	Shipbroker - - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Bennett, Charles T. - - - - -	Merchant and shipowner - - - - -	Yes.
Edwards, John - - - - -	Shipowner and shipbroker - - - - -	Yes.
Hill, Charles - - - - -	Shipowner and shipbuilder - - - - -	Yes.
Hill, Edward B. - - - - -	- ditto - - ditto - - - - -	Yes.
King, Thomas Poole - - - - -	Shipowner - - - - -	Yes.
Rider, Henry J. - - - - -	Merchant and shipowner - - - - -	Yes.
DUBLIN :		
<i>Members ex-officio :</i>		
Kennedy, the Right Hon. Edward J. -	Lord Mayor of Dublin and a tobacco manufacturer.	No
O'Donel, Charles J. - - - - -	Chief magistrate - - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Crofton, Captain the Honourable F. G., R.N., J.P.	Harbour master, Kingstown - - - - -	Yes.
Galwey, A. Knox - - - - -	Master mariner - - - - -	Yes.
Hudson-Kinahan, Sir E. H., Bart., J.P., D.L.	Wine and spirit merchant - - - - -	Yes.
McGill, Joseph - - - - -	Retired master mariner - - - - -	No.
<i>Elected by the Shipowners :</i>		
Martin, Sir Richard, Bart., J.P., D.L.	Shipowner and timber merchant - - - - -	Yes.
Murphy, John - - - - -	Shipowner - - - - -	Yes.
Murphy, Michael, J.P. - - - - -	Shipowner and director of steam ship companies.	Yes.
Tedcastle, Robert, J.P. - - - - -	Shipowner and coal merchant - - - - -	Yes.
Watson, Edward - - - - -	Shipowner and managing director of a steam ship company.	Yes.
Watson, William, J.P. - - - - -	- ditto - - ditto - - ditto - -	Yes.
DUNDEE :		
<i>Member ex-officio :</i>		
Hunter, the Hon. William - - - - -	Lord Provost of Dundee and a general merchant.	Yes.
<i>Nominees of the Board of Trade :</i>		
Barrie, Charles - - - - -	Shipowner - - - - -	Yes.
Edwards, Joseph - - - - -	A seaman - - - - -	No.
Guild, John - - - - -	Merchant and shipowner - - - - -	Yes.
Scott, Charles C., R.N. - - - - -	Superintendent of "Mars" training ship -	No.
<i>Elected by the Shipowners :</i>		
Bruce, David - - - - -	Shipowner and ship agent - - - - -	Yes.
Halley, George - - - - -	Merchant spinner, &c. - - - - -	Yes.
Kidd, James W. - - - - -	Manager of a shipping company - - - - -	Yes.
Mudie, James - - - - -	Merchant and shipowner - - - - -	Yes.
Thompson, William B. - - - - -	Shipbuilder and shipowner - - - - -	Yes.
Thomson, William, junior - - - - -	Merchant and shipowner - - - - -	Yes.
GLASGOW :		
<i>Member ex-officio :</i>		
Muir, the Hon. John - - - - -	Lord Provost of Glasgow and a merchant -	Yes.
<i>Nominees of the Board of Trade :</i>		
Lees, John - - - - -	Retired master mariner and marine surveyor	Yes.
MacBrayne, J. B. - - - - -	Underwriter and insurance broker	Yes.
Stobo, James - - - - -	Retired master mariner and marine surveyor	Yes.
Thomas, J. B. - - - - -	- ditto - - ditto - - ditto - -	No.

* A few shares in a single ship company.

NAME OF MEMBER.	DESCRIPTION.	Whether an Owner of Ships or Shares in Ships.
GLASGOW—continued.		
<i>Elected by the Shipowners :</i>		
Browne, George - - - -	Shipowner - - - -	Yes.
Dunlop, Nathaniel - - - -	- ditto - - - -	Yes.
Henderson, Thomas - - - -	- ditto - - - -	Yes.
Lilburn, James - - - -	- ditto - - - -	Yes.
Raeburn, W. H. - - - -	- ditto - - - -	Yes.
Smith, George - - - -	- ditto - - - -	Yes.
GREENOCK :		
<i>Member ex-officio :</i>		
Rodger, W. W. B. - - - -	Provost of Greenock and a civil engineer -	Yes.
<i>Nominees of the Board of Trade :</i>		
Caird, Colin S. - - - -	Shipowner and ship and insurance agent -	Yes.
Lyle, Abram - - - -	Retired merchant - - - -	Yes.
Scott, John, C.B. - - - -	Engineer and ship-builder - - - -	Yes.
Wilson, Edward - - - -	Drysalter and produce merchant - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Brown, Malcolm M'C. - - - -	Shipowner - - - -	Yes.
Carmichael, Thomas - - - -	- ditto - - - -	Yes.
Clink, John D. - - - -	Shipowner and underwriters' surveyor -	Yes.
Hamilton, William - - - -	Shipowner - - - -	Yes.
Kerr, Daniel - - - -	- ditto - - - -	Yes.
Letham, William - - - -	Shipowner and insurance broker - - - -	Yes.
HULL :		
<i>Members ex-officio :</i>		
Sherburn, John, M.B., J.P. - - - -	Mayor of Hull and a surgeon - - - -	No.
Twiss, Edward C. - - - -	Stipendiary magistrate - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Atkinson, Henry J., M.P. - - - -	Retired shipowner - - - -	Yes.
Graham, Anderson - - - -	Retired master mariner and assistant to the Hull Trinity Board.	No.
Hill, Capt. Edward N. - - - -	Retired Army captain and a merchant -	No.
Toogood, James - - - -	Retired master mariner and Elder Brother of Hull Trinity Board.	No.
<i>Elected by the Shipowners :</i>		
Atkinson, Joseph, J.P. - - - -	Shipowner, broker, &c. - - - -	Yes.
Briggs, Henry H. - - - -	- ditto - ditto - - - -	Yes.
Leetham, Edward - - - -	- ditto - ditto - - - -	Yes.
Massey, Watson A. - - - -	- ditto - ditto - - - -	Yes.
Samman, Henry - - - -	- ditto - ditto - - - -	Yes.
Sanderson, Gordon R. - - - -	- ditto - ditto - - - -	Yes.
LEITH :		
<i>Member ex-officio :</i>		
Aitken, Thomas - - - -	Provost of Leith and a merchant - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Gray, Abram - - - -	Retired engineer, R.N. - - - -	No.
Hossack, Robt. C. - - - -	Retired master mariner and now marine superintendent of a shipping company.	Yes.
Riddell, Francis - - - -	Retired master mariner and now Master of Trinity House.	Yes.
Ritchie, Josh. - - - -	Retired master mariner and now marine superintendent of steam-ships.	No.
<i>Elected by the Shipowners :</i>		
Crabbie, John - - - -	Merchant - - - -	Yes.
Currie, James - - - -	Shipowner - - - -	Yes.
Salvesen, Christian - - - -	- ditto - - - -	Yes.
Thomson, William - - - -	- ditto - - - -	Yes.
Warrack, John - - - -	- ditto - - - -	Yes.
Somerville, Robert - - - -	- ditto - - - -	Yes.
LIVERPOOL :		
<i>Members ex-officio :</i>		
Hughes, Thomas - - - -	Mayor of Liverpool and a merchant - - - -	No.
Raffles, Thomas S. - - - -	Stipendiary magistrate - - - -	No.

NAME OF MEMBER.	DESCRIPTION.	Whether an Owner of Ships or Shares in Ships.
LIVERPOOL—continued.		
<i>Nominees of the Board of Trade :</i>		
Callaghan, Matthew - - - -	Retired seaman and now secretary of a seamen's benevolent society.	No.
Drenning, Edward B. - - - -	Retired master mariner and now superintendent of steam-ships.	Yes.
Peel, Edmund R. - - - -	Retired master mariner and now manager of ships.	Yes.
Spear, Leonard - - - -	Retired master mariner - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Anderson, James E. - - - -	Shipowner - - - -	Yes.
Chadwick, Joseph - - - -	- ditto - - - -	Yes.
Fernie, Henry - - - -	- ditto - - - -	Yes.
Rome, Thomas - - - -	- ditto - - - -	Yes.
Shallcross, Thomas R., J.P. - - - -	- ditto - - - -	Yes.
Worthington, Joseph H., J.P. - - - -	- ditto - - - -	Yes.
LONDON :		
<i>Members ex-officio :</i>		
Isaacs, Right Hon. Sir Henry A. - - - -	Lord Mayor of London and a fruiterer - - - -	Yes.
Marshall, R. H. B. - - - -	Magistrate of a Metropolitan Police Court - - - -	No.
De Rutzen, Albert - - - -	- ditto - - ditto - - ditto - - - -	No.
Slade, Wyndham - - - -	- ditto - - ditto - - ditto - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Parish, Alfred - - - -	Retired master mariner and now a nautical assessor for wreck inquiries.	No.
Scrutton, Thomas - - - -	Shipowner and merchant - - - -	Yes.
Stringer, Edgar P. - - - -	Gentleman - - - -	No.
Vaux, Cuthbert - - - -	Retired master mariner - - - -	No.
<i>Elected by the Shipowners :</i>		
Darke, William L. - - - -	Shipowner and retired master mariner - - - -	Yes.
Hall, John - - - -	Shipowner and ship broker - - - -	Yes.
Lidgett, George - - - -	Shipowner - - - -	Yes.
Montgomerie, Hugh E. - - - -	Shipowner and ship broker - - - -	Yes.
Munro, John E. - - - -	Shipowner - - - -	Yes.
Potter, Samuel - - - -	- ditto - - - -	Yes.
NEWCASTLE :		
<i>Member ex-officio :</i>		
Bell, Thomas - - - -	Mayor of Newcastle and a shipowner and merchant.	Yes.
<i>Nominees of the Board of Trade :</i>		
Mansell, John - - - -	A seaman and secretary of a sailors' society - - - -	No.
Nelson, Henry, J.P. - - - -	Shipowner and banker - - - -	Yes.
Sergeant, John - - - -	Retired master mariner - - - -	No.
Young, William M. - - - -	Shipbroker and retired master mariner - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Dunford, Thomas G. - - - -	Merchant and shipowner - - - -	Yes.
Graham, James - - - -	Shipowner and timber merchant - - - -	Yes.
Hall, John, J.P. - - - -	- ditto - - ditto - - - -	Yes.
Scholefield, Arthur - - - -	Shipowner and export merchant - - - -	Yes.
Scott, William Henry - - - -	- ditto - - ditto - - - -	Yes.
Walton, James - - - -	Shipowner and coalowner - - - -	Yes.
PLYMOUTH :		
<i>Members ex-officio :</i>		
Waring, Henry John - - - -	Mayor of Plymouth and a shipping agent - - - -	No.
Watts, Richard Ireland - - - -	Mayor of Devonport (no occupation) - - - -	No.
<i>Nominees of the Board of Trade :</i>		
Brook, Thomas, J.P. - - - -	Justice of the peace and a warehouseman - - - -	No.
Pinkham, John B. - - - -	Retired master mariner and a ship's husband - - - -	Yes.
Taylor, James - - - -	Retired master mariner and a surveyor - - - -	Yes.
Triplett, Richard B. - - - -	Shipbroker - - - -	Yes.
<i>Elected by the Shipowners :</i>		
Crinks, William G. - - - -	Merchant and shipowner - - - -	Yes.
Dingle, William W. - - - -	Shipowner - - - -	Yes.
Gent, Charles - - - -	Shipbuilder and shipowner - - - -	Yes.
King, William - - - -	Merchant and shipowner - - - -	Yes.
Shilston, William H. - - - -	Shipbuilder and shipowner - - - -	Yes.
Symons, Thomas - - - -	Master mariner - - - -	Yes.

NAME OF MEMBER.	DESCRIPTION.	Whether an Owner of Ships or Shares in Ships.
NORTH SHIELDS :		
<i>Member ex-officio :</i>		
Collins, Ralph - - - - -	Mayor of Tynemouth and a provision merchant.	Yes.
<i>Nominees of the Board of Trade :</i>		
Barclay, John - - - - -	Diver and owner of diving craft - - -	No.
Oxley, William Smith - - - - -	Superintendent of steam ships and retired master mariner.	Yes.
Oyston, George - - - - -	Superintendent of marine engineering - - -	Yes.
Wait, John, J.P. - - - - -	Shipowner and steamship manager - - -	Yes.
<i>Elected by the Shipowners :</i>		
Adamson, Henry E. Pyle - - - - -	Shipowner and manager of steamships - - -	Yes.
Affleck, William John - - - - -	- ditto - - ditto - - ditto - - -	Yes.
Balls, William - - - - -	- ditto - - ditto - - ditto - - -	Yes.
Morrison, Samuel Allan, J.P. - - - - -	- ditto - - ditto - - ditto - - -	Yes.
Robinson, Joseph - - - - -	- ditto - - ditto - - ditto - - -	Yes.
Wilkie, John William - - - - -	- ditto - - ditto - - ditto - - -	Yes.
SOUTH SHIELDS :		
<i>Member ex-officio :</i>		
Shotton, Charles F. - - - - -	Mayor of South Shields and a grazier - - -	No.
<i>Nominees of the Board of Trade :</i>		
Brown, Joseph - - - - -	Retired master mariner - - - - -	Yes.
Cay, Matthew, J.P. - - - - -	Retired master mariner and now manager of ships.	Yes.
Cottew, Stephen - - - - -	Ship surveyor - - - - -	Yes.
Renny, John - - - - -	Able seaman - - - - -	No.
<i>Elected by the Shipowners :</i>		
Blues, Thomas S. - - - - -	Shipbroker and manager of ships - - -	Yes.
Briggs, Henry - - - - -	Agent and manager of ships - - -	Yes.
Hall, Samuel S. - - - - -	Shipbroker and manager of ships - - -	Yes.
Purvis, Richard D. - - - - -	Retired master mariner and manager of ships	Yes.
Robinson, John - - - - -	Gentleman - - - - -	Yes.
Runciman, Walter - - - - -	Retired master mariner and manager of ships	Yes.
SUNDERLAND :		
<i>Member ex-officio :</i>		
Shadforth, Robert - - - - -	Mayor of Sunderland, and shipowner, and secretary of Marine Insurance Associations.	Yes.
<i>Nominees of the Board of Trade :</i>		
Booth, George Robert, J.P. - - - - -	Marine underwriter - - - - -	Yes.
Butchart, George, junior - - - - -	Retired master mariner and now manager and owner of steam ships.	Yes.
Friend, Henry - - - - -	Late able seaman and now secretary of a sailors' society.	No.
Horan, Joseph - - - - -	Retired master mariner and now manager and owner of steam vessels.	Yes.
<i>Elected by the Shipowners :</i>		
Culliford, James H. W. - - - - -	Owner and manager of steam vessels - - -	Yes.
Gayner, Robert Heydon - - - - -	- ditto - - ditto - - ditto - - -	Yes.
Horan, James, J.P. - - - - -	Retired master mariner and now owner and manager of steam vessels.	Yes.
Nicholson, Robert Todd - - - - -	Manager and owner of steamships - - -	Yes.
Sanderson, John - - - - -	Retired master mariner and now owner and manager of steam ships.	Yes.
(One vacancy.)		

LOCAL MARINE BOARDS.

RETURN of the Names and Descriptions of the
MEMBERS of all the LOCAL MARINE BOARDS (for
each Port separately), distinguishing, as far as
possible, those Members who do not own Ships, or
Shares in Ships, from the Others.

(*Mr. Fenwick.*)

*Ordered, by The House of Commons, to be Printed,
11 August 1890.*

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COLOUR TESTS.

REPORT

BY

THE ASSISTANT SECRETARY OF THE MARINE DEPARTMENT TO
THE SECRETARY OF THE BOARD OF TRADE

UPON THE

COLOUR TESTS

USED IN

THE EXAMINATION OF CANDIDATES

FOR

MASTERS' AND MATES' CERTIFICATES OF
COMPETENCY AND OTHERS

IN THE

BRITISH MERCANTILE MARINE

(WITH APPENDIX).

(In continuation of Parliamentary Paper [C.—5811.].)

Presented to both Houses of Parliament by Command of Her Majesty.



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1890.

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Report on Examination in Colours for the Year ending 31st May 1890.

TO THE PERMANENT SECRETARY, BOARD OF TRADE.

SIR,

THE usual statistical tables for the year ending the 31st May last relative to the examination in colours of candidates for masters' and mates' certificates of competency, and other persons belonging to the mercantile marine, are herewith submitted.

It will be seen from Table II. that the number of persons who presented themselves for examination for masters' and mates' certificates of competency under Form Examination 2 amounts to 4,662, being an increase of 219 over the previous years, when 4,443 were examined. In the last year 23 persons were rejected for their inability to distinguish colours, as compared with 18 rejected in the previous year.

The number of persons examined in colours only under Form "Examination 2" amounted to 839, of which 29 were rejected, being a reduction of about 1 per cent. as compared with the previous year, when out of 789 candidates examined 36 were rejected.

The mode of conducting the colour test examination described in the report for the year 1887 is still in operation, but I may mention that the whole subject of colour vision and the best mode of conducting the examinations are now under investigation by a committee appointed by the Royal Society.

I am, Sir,

Your obedient Servant,

GEORGE J. SWANSTON.

Marine Department, Board of Trade,
October 1890.

APPENDIX.

TABLE I.

LIST of CANDIDATES for CERTIFICATES of COMPETENCY as OFFICERS in the MERCANTILE MARINE, and others who have been reported to the Board of Trade as having *failed* to pass an Examination as to their ability to distinguish certain Colours, between June 1, 1889, and May 31, 1890.

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
1	S. T. 20	-	2nd Mate (Square rigged.)	5 years -	Plymouth	8 June 1889	-	Described drab card as green; ground glass as green; standard red as green, salmon, and yellow; pink as red, salmon, yellow, and "clear"; standard green as blue and neutral; bottle-green as neutral, red, and "clear"; pale green as salmon and "clear"; yellow as salmon; neutral as frosty and green; and pale blue as green.
2	W. J. D. 19	-	2nd Mate	4 years -	Liverpool	22 June 1889	-	Described black card as green and brown; pink as green; green as "smoke" and pink; drab as pink and "smoke"; pink glass as yellow, orange, and red; bottle-green as "smoke," "dirty bright," and red; pale green as yellow "dirty white" "smoke" and "bright"; yellow as red; neutral as green and "smoke"; and pale blue as green.
		-	2nd Mate	4 years 7 months	London	19 July 1889	-	Described drab card as green; standard green glass as blue and red; bottle-green as blue; neutral as blue; and pale blue as green. Unable to name green card.
3	A. C. H. 20	-	Colour Test	Do. -	London	9 August 1889	-	Described white card as green and pink; pink as drab; green as drab and pink; and drab as green; pink glass as red and orange; bottle-green as yellow; pale green as yellow and pink; yellow as orange and red; neutral as pink; blue as violet; and pale blue as pink, violet, and green.

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
4	R. R. 49	2nd Mate	Colour Test	20 years	London	27 July 1889	Described black card as red; red as green; pink as blue; green as yellow; and drab as green; standard red glass as green; pink as red; standard green as red; bottle-green as yellow; pale green as red; yellow as red; and neutral as green.	
		-	Colour Test	Do.	London	2 August 1889	Described red card as green; green as yellow; pink as red, blue, and yellow; and drab as green; standard red glass as green; pink as red; bottle-green as red and yellow; pale green as red and yellow; yellow as red and green; pale blue as green; and neutral as green.	
		-	Colour Test	20 years	London	10 August 1889	Described black card as red; red as green and brown; pink as red; green as yellow; and drab as red and green; red glass as green; pink as red, green, and yellow; bottle-green as red and yellow; pale green as red; neutral as green; and pale blue as green.	
5	T. M. 24	-	2nd Mate	10½ years	Bristol	12 August 1889	Described pink card as red and yellow; and drab as grey and green; pink glass as yellow; pale green as yellow; yellow as green; neutral as light green; blue as pink; and pale blue as white and light red.	

Colour Test	-	9 years -	-	London	-	13 August 1889	-	Named cards correctly. Described standard green glass as "bright"; bottle-green as red and "bright"; pale green as red and "bright"; yellow as red; neutral as "bright" and green; blue as green; and pale blue as green.
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Colour Test	-	5½ years	-	London	-	16 August 1889	-	Described pink card as blue and red; green as yellow; and drab as green; pink glass as green; bottle-green as red; pale green as red; yellow as red; neutral as green and red; blue as green; and pale blue as green.
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Colour Test	-	Do. -	-	London	-	23 August 1889	-	Described red card as brown; pink as red; green as pink; and drab as pink; pink glass as yellow and green; standard green as pink; bottle-green as red; yellow as red and green; neutral as pink and blue; blue as pink; and pale blue as green.
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Colour Test	-	Do. -	-	London	-	20 December 1889	-	Described pink card as mauve; and drab as stone; pink glass as green and orange; standard green as pink and white; bottle green as red; and pale blue as green, pink, and white.
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Colour Test	-	Do. -	-	London	-	27 December 1889	-	Described pink card as mauve; and drab as stone; pink glass as green; standard green as pink and white; pale green as white; and pale blue as pink and green.
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Colour Test	-	6 years -	-	London	-	31 May 1890	-	Described standard red glass as green; pink as green, yellow, and orange; standard green as white; and neutral as white.
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List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
8	H. P.	-	2nd Mate	4½ years	Southampton	5 September 1889	Described standard red glass as green and yellow; green as yellow and blue; bottle-green as yellow; pale green as pink; and blue as green.	Passed 20th February 1890.
9	J. H. 25	-	Colour Test	Do.	Southampton	6 February 1890	Described standard green glass as blue; bottle-green as yellow and red; pale green as yellow; neutral as green; pale blue as green; and yellow as red.	
10	J. McE. 34	2nd Mate	Colour Test	10 years	West Hartlepool	5 September 1889	Described pink glass as yellow; bottle-green as red and yellow; neutral as green; and pale blue as green.	
		2nd Mate	1st Mate	17 years	Leith	9 September 1889	Described pink glass as yellow and orange; bottle-green as red; yellow as red; and neutral as green.	
		2nd Mate	Colour Test	Do.	Leith	23 September 1889	Described black card as red; standard red glass as green; bottle-green as yellow; and neutral as green.	
11	W. S. 25	-	Colour Test	6 years	Cardiff	17 September 1889	Described pink card as blue; and drab as grey; pink glass as yellow; bottle-green as red; pale green as yellow; neutral as green; pale blue as green.	(Candidate declined to proceed further with the examination.) Passed 29 January 1890.
		-	2nd Mate	Do.	Newport	16 September 1889	Described bottle-green glass as red; neutral as green; and pink as amber.	
		-	Colour Test	Do.	Leith	10 December 1889	Described standard red glass as green; standard green as red; bottle-green as red; and blue as green.	

12	E. E. H. 20	-	-	2nd Mate	-	4 years 11 months	Greenock -	-	23 September 1889	-	Described pink card as blue; green as drab; and drab as green; bottle-green glass as red; pale green as light red and yellow; yellow as red; neutral as red and green; pale blue as green; blue as red; and pink as yellow.
13	W. G. P. 32	-	-	Colour Test	-	14 years	Tilbury -	-	24 September 1889	-	Described pink glass as red and green; standard green as red; bottle-green as red; pale green as red; yellow as red; pale blue as green; and neutral as red and green.
14	R. K. 34	-	-	Colour Test	-	15 years	London -	-	5 October 1889	-	Described standard red glass as yellow; pink as yellow and red; bottle-green as white and red; pale green as red; yellow as red; neutral as green; blue as green; pale blue as green.
15	J. H. R.-	-	-	Colour Test	-	1 year	Liverpool -	-	18 October 1889	-	Described green card as drab; red glass as pink; standard green as red; bottle-green as red and brown; pale green as red and yellow; yellow as red; neutral as green and brown; and pale blue as pink.
16	G. E. M. 23	-	-	Mate, Home Trade.	-	10 years 10 months	Bristol -	-	11 November 1889	-	Described pink card as green; green as red; and drab as red; pink glass as yellow, pale green, and green; standard green as red; bottle-green as red; pale green as red; yellow as red and white; neutral as "don't know"; and pale blue as green, yellow, and white.
17	E. D. 27	-	-	Extra Master	-	11 years	Plymouth	-	16 November 1889	-	Described cards correctly; called standard green glass, light blue; bottle green, red; neutral, green; blue, green; pink, salmon.

Passed 7th December
1889.

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
18	J. J. ²⁴	2nd Mate	1st Mate	10 years 8 months	Dublin	26 November 1889	Described green card as stone; and drab as green; pink glass as yellow and red; bottle-green as red; pale green as "fog," and light red; yellow as green and red; neutral as red and green; blue as red, pink, and green; and pale blue as green and "dirty white."	
19	D. R. ²⁴	2nd Mate	1st Mate	10 years	Southampton	4 December 1889	Described standard red glass as green; standard green as blue; bottle-green as red; neutral as green; and pale blue as green.	
20	S. A. ¹⁹	-	Colour Test	2 years	London	6 December 1889	Described pink card as green; green as white and yellow; standard green glass as "bright" red, pink, and blue; bottle-green as neutral; pale green as red; and yellow as red, green, and "bright."	

21	B. S. 41	Only Mate	-	O. C.	-	24 years	-	Dublin	-	9 December 1889	-	Described pink card as drab and green; green as drab and pink; and drab as green, drab, and pink; ground glass as white; pink as yellow; standard green as blue; bottle-green as red, orange, "white in fog," and yellow; pale green as "bright" and yellow; yellow as red; neutral as "bright," "foggy" white, orange, and yellow; blue as green; pale blue as light green and white.
22	A. W. A. 32	-	-	Master	-	17 years	-	Sunderland	-	10 December 1889	-	Described bottle-green glass as red, "no name," and amber; pale green as yellow, pink, and yellow; yellow as light red; and neutral as green.
23	T. D. B. 24	-	-	2nd Mate	-	6 years 9 months	-	Newport	-	16 December 1889	-	Described pink card as brown, light red, green, and drab; drab as green, slate, and pink; ground glass as white; pink as green, yellow, and brown; bottle-green as red; pale green as light red, red, and yellow; yellow as red; neutral as grey, drab, light green, and yellow; and pale blue as white.
24	C. N. M. E. 27	2nd Mate	-	Colour Test	-	12 years	-	Liverpool	-	18 December 1889	-	Described red card as green; pink as green, blue, and red; drab as green; ground glass "light"; pink as red; bottle-green as red; pale green as red; yellow and neutral as red; and blue and pale blue as green.
25	W. H. S. 44	O. C.	-	Extra Master	-	26 years	-	Liverpool	-	10 January 1890	-	Described black card as green and brown; red as green; pink as red; green as salmon and red; and drab as green; standard red glass as "dirty red," "smoky white," "smoky yellow"; pink as white, yellow, "dirty white" red, and green; bottle-green as green "smoky white," "reddish," white, "reddish," red; pale green as white "dirty white"; yellow as red and yellow; neutral as green; blue as blue-green; and pale blue as green.

Passed 17 December
1889.

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
26	W. H. S. 27	-	Colour Test	1 year	Bristol	13 January 1890	Described pink card as green, grey, and drab; drab as green; yellow as pink; ground glass as white; pink as yellow and blue green and grey; standard green as red; bottle-green as red, blue, and yellow; pale green as blue red and yellow; yellow as green, yellow, grey, and "dirty" white; neutral as pink, blue, yellow, and brown; blue as yellow and green; and pale blue as yellow, white, and light red.	
27	T. C. 20	-	Colour Test	5 years	Tilbury	13 January 1890	Described black card as chocolate, dark green, "dark," and brown; red as "can-not say," cream, green, and drab; pink as green; green as yellow, cream, and pink; drab as green and red; blue as green; ground glass as red and yellow; pink as red; standard green as pink "greenish," light red, and "reddish"; bottle-green as red; pale green as red; yellow as red and green; neutral as red, green, and yellow; blue as dark green and green; and pale blue as green.	
28	W. M. 44	Master	Colour Test	25 years	South Shields	16 April 1890	Described bottle-green glass as red.	
		Master	Colour Test	25 years	Sunderland	22 April 1890	Described pink glass as green; standard green as white, red, and "dirty white"; bottle-green as red, "dirty white" and blue with red cast; neutral as salmon; and blue as green.	

29	W. T. J. 23	-	Master -	-	Colour Test	-	Do.	-	South Shields	-	29 April 1890	-	Described ground glass as white; pink as green; standard green as light blue and dirty white; bottle-green as red; pale green as dirty white; yellow as red; neutral as green; and pale blue as dirty white.
					2nd Mate	-	4 years 8 months	-	Liverpool	-	25 April 1890	-	Described white card as pink; pink as blue; drab as pink and green; ground glass as white; pink as red; standard green as red; bottle-green as red; pale green as red and white; neutral as red and green; and blue and pale blue as green.
					Colour Test	-	5 years 6 months	-	Southampton	-	30 April 1890	-	Described pink glass as green and yellow; standard green as blue and red; bottle-green as red and yellow; pale green as white, pink, and yellow; neutral as red and green; and pale blue as green.
30	E. H. W. 22	-	-	-	Colour Test	-	Do.	-	Southampton	-	14 May 1890	-	Described pink glass as green and yellow; standard green as blue; bottle-green as red; pale green as pink and yellow; neutral as green and red; and pale blue as green.
31	J. R. 21	-	-	-	Colour Test	-	4 years 6 months	-	Scarborough	-	18 April 1890	-	Described ground glass as white; standard red as green; pink as green and red; standard green as red and pink; bottle-green as red; pale green as unknown; yellow as green, orange, and yellow; neutral as green, unknown, and pink; and pale blue as pink and green.
32	W. H. 16	-	-	-	Colour Test	-	Ni	-	London	-	9 May 1890	-	Described black card as green, brown, red, and chocolate; pink as purple and red; drab as green, red, pink, and brown; standard red glass as green; pink as red; bottle-green as red; pale green as red; yellow as red; neutral as green and red; and blue and pale blue as green.

List of Candidates for Certificates, &c.—continued.

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks
33	T. R. J.	-	2nd Mate	8 years -	Plymouth	10 May 1890	Described pink glass as yellow and red ; standard green as blue, white, and neutral ; bottle-green as salmon, neutral, and "clear" ; pale green as neutral, "bright salmon," clear, bright, and yellow ; neutral as green, yellow, and salmon ; blue as green and pink ; and pale blue as green and "clear."	
34	J. J. W. 17	-	Colours	3 years -	London	19 May 1890	Described drab card as white and pink ; pink glass as red ; standard green as light red, white, and pink ; bottle-green as white, yellow, and blue ; pale green as red and white ; yellow as white and "bright" ; neutral as brown, green, and white ; blue as green, pink, crimson, white, "reddish," and blue ; and pale blue as white.	
35	J. J. M.	Only Mate	O. C.	15 years 6 months	Dublin	13 January 1890	Described green card as drab ; and drab as green ; ground glass as white ; pink as yellow red, and green ; standard green as blue and green ; bottle-green as red and "yellowish" ; pale green as yellow ; yellow as green and red ; neutral as "yellowish" "greenish" and green ; pale blue as "bright," green, light green, and "greenish." Unable to name pink card.	Passed 20th January 1890.

36	J. L. E. 24	-	2nd Mate	-	10 years	-	Liverpool	-	18 January 1890	Described pink card as white and green; green as white; drab as white and green; ground glass as "bright"; pink as red and "bright"; bottle-green as red; pale green as white; yellow as "bright" and red; neutral as green and red; blue and pale blue as green.
37	W. W. 56	-	Colours	-	10 years	-	London	-	7 March 1890	Described pink card as green; and green as white; pink glass as green and "bright"; standard green as blue; bottle-green as red; pale green as "bright" and white; yellow as "bright" and red; neutral as green; pale blue as green.
38	R. 31	-	Colour Test	-	17 years	-	Liverpool	-	17 February 1890	Described black card as brown; pink as slate, dark green; green as stone, "can't say" light green; drab as light green; ground glass as white; pink as red and "bright"; bottle-green as red and green; pale green as red; yellow as red; neutral as dark red, green, red; blue as green; and pale blue as green.
39	O. M. W. 26	-	2nd Mate	-	12 years	-	South Shields	-	18 February 1890	Described standard red glass as green; pink as green; bottle-green as red; pale green as salmon and neutral.
40	A. A. C. 29	-	1st Mate	-	12 years	-	London	-	22 February 1890	Described pink glass as red, yellow, and "bright"; standard green as red and yellow; bottle-green as yellow; pale green as white and neutral; yellow as red and "bright"; neutral, as white; blue as green and pale blue.

List of Candidates for Certificates, &c.—*continued*,

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
41	G. H. B. 24	-	2nd Hand	11 years	Ramsgate	25 February 1890	Described pink card as green; green as drab, grey, and slate; drab as light green, pink, grey, slate, and green; pink glass as dirty white, dirty red, and red; standard green as grey; bottle-green as red; pale green as white and dirty white; yellow as red; neutral as white, grey, and red; blue as green; and pale blue as grey and green.	
42	J. S. 20	-	2nd Mate	4 years 8 months	Plymouth	22 March 1890	Described ground glass as clear; pink as green, yellow, and salmon; bottle-green as red, neutral, and salmon; pale green as blue; yellow as red and salmon; neutral as green; blue as green; and pale blue as green.	
43	W. S.	-	Colour Test	5 years	Aberdeen	31 March 1890	Described standard green glass as red; and was doubtful as to ground, yellow, and neutral glasses.	
		-	2nd Mate	11 years	London	3 April 1890	Described white card as green; black as green; pink as green; drab as green and red; yellow as red; pink glass as red; bottle-green and pale green and yellow as red; neutral as green; blue and pale blue as green.	
44	R. G. W. R. 25	-	Colour Test	Do.	London	11 April 1890	Described pink card as grey and neutral; drab as red and green; pink glass as yellow; standard green as neutral and red; pale green as yellow; neutral as green; blue as green; and pale blue as green.	

45	T. A. M.	Extra Skipper	Colour Test	35 years	Southampton	9 April 1890	Described black card as green; pink as grey, pale green, green, and black; green as pink and drab; drab as green; standard red glass as yellow; pink as yellow; bottle-green as yellow and red; pale green as red; yellow as red; neutral as green; and pale blue as green.
46	C. H. 39	-	Only Mate	22 years	Newport	14 April 1890	Described pink card as green; green as drab; drab as green and stone; ground glass as white; pink as green, brown, and light blue; standard green as pink, blue, red, and light green; bottle-green as red, drab, grey, pink, and light red; pale green as pink and red; yellow as red, "bright," pink, and puce; neutral as blue, green, pink, "bright," and "can't say"; blue as pink, red, green, and "reddish"; pale blue as white, "bright," and yellow.
47	E. C. 22	-	Colour Test	4 years 3 months	London	23 May 1890	Described pink glass as orange and yellow; bottle-green as red; pale green as red, pink, and yellow; yellow as red; neutral as pink and red; blue as green; and pale blue as green.
48	C. J. M. 21	-	2nd Mate	4 years 9 months	Glasgow	19 May 1890	Described pink card as drab; green as drab; and drab as green; pink glass as red and green; bottle-green as red; pale green as white, neutral, and "bright"; yellow as red; neutral as grey and green; blue as grey and green; and pale blue as green and grey.
49	L. R. T. 21	-	2nd Mate	4 years	Greenock	26 May 1890	Described pink card as blue; and green as drab; pink glass as green, red, and neutral; bottle-green as neutral and red; yellow as neutral; and neutral as green and blue.

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
50	W. P. 26	-	Colour Test	8 years	Sunderland	27 May 1890	Described pink glass as yellow; bottle-green as red; pale green as red; yellow as red; neutral as green; blue as green; and pale blue as green.	
51	J. J. 30	-	2nd Mate	Do.	South Shields	31 May 1890	Described standard red glass as green; bottle-green as red and yellow.	
		Master	Colour Test	18 years	London	31 May 1890	Described standard red glass as green; pink as yellow; bottle-green as red; pale green as yellow and red; yellow as red; neutral as green; pale blue as green.	
52	E. S. Y.	-	Colour Test	14 years	Liverpool	31 May 1890	Described pink card as green and slate; green as drab; drab as green; pink glass as yellow and green; standard green as red; bottle-green as red; pale green as red and yellow; yellow as red; neutral as green and red; and pale blue as green.	

TABLE II.

COMPARATIVE TABLE showing the Number and Per-centage of Rejections for Imperfect Colour Sense during the 13 Years from 1877 to 1890.

Years.	I. Form Exn. 2.			II. Form Exn. 2 ^a .		
	Number examined.	Number rejected for Imperfect Colour Sense.	Per-centage so rejected.	Number examined.	Number rejected.	Per-centage rejected.
1877-79 (Two years)	5,967	26	·43	—	—	—
1879-80	4,334	16	·37	10	—	—
1880-81	4,319	16	·37	182	5	2·75
1881-82	4,079	19	·46	59	8	13·56
1882-83	4,009	26	·65	69	6	8·7
1883-84	4,603	17	·37	56	10	17·86
1884-85	4,350	23	·52	110	8	7·27
1885-86	4,215	45	1·06	294	18	6·12
1886-87	4,124	25	·61	415	26	6·27
1887-88	4,128	17	·41	837	33	3·94
1888-89	4,443	18	·40	789	36	4·56
1889-90	4,662	23	·49	839	29	3·45
Totals and general averages. }	53,233	271	·50	3,660	179	4·89

The first half of the Table relates to examinations held under Form Exn. 2, *i.e.*, as a necessary part of the general examination for a certificate as master or mate. The second half relates to examinations held under Form Exn. 2^a, *i.e.*, in colours only, without reference to further capacity. The tests used are the same in each case; but whereas for Examination 2 all the candidates are intending officers, among those who are examined under the other scheme are a large number of seafaring persons who do not intend to become officers, but are for some reason, desirous of testing their capacity to distinguish colours.

TABLE III.

SUMMARY showing the Number and Nature of the Mistakes made by the rejected Candidates named in the foregoing List.

Colours of Cards.	White.	Black.	Red.	Pink.	Green.	Drab.	Blue.	Yellow.	Other Colours.
White described as -	—	—	—	12	9	—	—	—	—
*Black „	—	—	14	—	14	—	1	—	28
*Red „	—	—	—	—	21	—	—	—	11
Pink „	1	1	48	—	76	18	47	2	37
*Green „	12	—	6	14	—	50	—	14	22
Drab „	10	—	17	25	142	—	—	—	43
Blue „	—	—	—	—	1	—	—	—	—
Yellow „	—	—	1	—	—	—	—	—	—

* Colours for failure in distinguishing which the Board of Trade reject candidates.

TABLE III.—*continued.*

Colours of Glasses.	Ground.	Red.	Pink.	Green.	Pale Green.	Yellow.	Neutral.	Blue.	Pale Blue.	White.	Other Colours.
*Ground, described as -	—	17	—	—	—	1	—	—	—	140	24
*Standard red „ -	—	—	—	39	—	10	—	—	—	—	5
Pink „ -	—	173	—	77	7	136	—	1	1	4	58
*Standard green „ -	—	40	13	—	—	2	5	44	—	23	6
Bottle „ „ -	—	302	3	—	—	51	14	12	—	12	22
Pale „ „ -	—	137	22	—	—	60	10	3	—	47	35
Yellow „ -	—	210	2	17	—	—	2	—	—	9	42
Neutral „ -	—	74	30	252	2	12	—	10	3	23	37
Blue „ -	—	6	24	135	—	2	—	—	—	2	22
Pale blue „ -	—	4	24	278	—	6	—	—	—	46	17
White „ -	—	—	—	—	—	—	—	—	—	—	—

* Colours for failure in distinguishing which the Board of Trade reject candidates.

MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY

OF

R U L E S

MADE BY THE BOARD OF TRADE

UNDER

“THE MERCHANT SHIPPING (LIFE-SAVING APPLIANCES)
ACT, 1888 ” (51 & 52 Vict. c. 24).

To come into effect on the 1st November 1890.

Board of Trade,
9th June 1890. }

HENRY G. CALCRAFT,
Secretary.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed
10 June 1890.

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RULES made by the BOARD OF TRADE under "THE MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888" (51 & 52 Vict. c. 24), to come into effect on the 1st November 1890.

AT THE COUNCIL CHAMBER, WHITEHALL.

This 7th day of June 1890.

PRESENT :

The Right Honourable Sir MICHAEL E. HICKS BEACH, Bart., M.P.

IN pursuance of the provisions of the Merchant Shipping (Life-Saving Appliances) Act, 1888, the Board of Trade do hereby make the annexed Rules relating to Life-Saving Appliances, in substitution of any Rules heretofore made under the said Act, and do hereby direct that these Rules shall come into effect on the 1st November 1890.

(Signed) M. E. HICKS BEACH.

MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888.

For the purposes of these Rules, British ships shall be arranged into the following classes :—

	PAGE.
DIVISION (A.)	
CLASS 1 - - - - -	4
Steamships carrying emigrant passengers subject to all the provisions of the "Passengers Acts."	
CLASS 2 - - - - -	5
Foreign-going steamships having passenger certificates under the "Merchant Shipping Acts."	
CLASS 3 - - - - -	5
Steamships having passenger certificates under the "Merchant Shipping Acts" authorising them to carry passengers anywhere within the home-trade limits; that is to say, between places in the United Kingdom, or between the United Kingdom and ports in Europe between the River Elbe and Brest.	
DIVISION (B.)	
CLASS 1 - - - - -	6
Sailing ships carrying emigrant passengers subject to all the provisions of the "Passengers Acts."	
CLASS 2 - - - - -	6
Foreign-going sailing ships carrying passengers, but not subject to all the provisions of the "Passengers Acts."	
CLASS 3 - - - - -	6
Foreign-going sailing ships not carrying passengers.	
CLASS 4 - - - - -	6
Foreign-going steamships not certified to carry passengers.	
DIVISION (C.)	
CLASS 1 - - - - -	7
Steamships not certified to carry passengers plying anywhere within the home-trade limits.	
CLASS 2 - - - - -	7
Sailing ships in the same trades not carrying passengers.	
DIVISION (D.)	
CLASS 1 - - - - -	7
Steamships having passenger certificates authorising them to carry passengers within certain specified limits of the home trade; that is to say, on short specified passages along the coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.	
CLASS 2 - - - - -	8
Steamships carrying passengers on short excursions or pleasure trips, to sea, or in estuaries or mouths of rivers during daylight.	
CLASS 3 - - - - -	8
Steamships carrying passengers on rivers (and) (or) lakes, but not going to sea or into rough waters.	
GENERAL RULES - - - - -	9

DIVISION (A).—CLASS 1.

RULES and TABLE for STEAMSHIPS carrying EMIGRANT PASSENGERS
subject to all the PROVISIONS of the "PASSENGERS ACTS."

(a.) Ships of Division (A), Class 1, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity not less than prescribed by the following table; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the following table must declare before the collector or other officer of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

(c.) TABLE for DIVISION (A), Class 1.

Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. × B. × D. × '6.	Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. × B. × D. × '6.
1.	2.	3.	1.	2.	3.
9,000 and upwards -	14	5,250	3,500 and under 3,750	8	2,600
8,500 and under 9,000	14	5,100	3,250 " 3,500	8	2,500
8,000 " 8,500	14	5,000	3,000 " 3,250	8	2,400
7,750 " 8,000	12	4,700	2,750 " 3,000	6	2,100
7,500 " 7,750	12	4,600	2,500 " 2,750	6	2,050
7,250 " 7,500	12	4,500	2,250 " 2,500	6	2,000
7,000 " 7,250	12	4,400	2,000 " 2,250	6	1,900
6,750 " 7,000	12	4,300	1,750 " 2,000	6	1,800
6,500 " 6,750	12	4,200	1,500 " 1,750	6	1,700
6,250 " 6,500	12	4,100	1,250 " 1,500	6	1,500
6,000 " 6,250	12	4,000	1,000 " 1,250	4	1,200
5,750 " 6,000	10	3,700	900 " 1,000	4	1,000
5,500 " 5,750	10	3,600	800 " 900	4	900
5,250 " 5,500	10	3,500	700 " 800	4	800
5,000 " 5,250	10	3,400	600 " 700	3	700
4,750 " 5,000	10	3,300	500 " 600	3	600
4,500 " 4,750	8	2,900	400 " 500	2	400
4,250 " 4,500	8	2,900	300 " 400	2	350
4,000 " 4,250	8	2,800	200 " 300	2	300
3,750 " 4,000	8	2,700	100 " 200	2	250

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

(d.) Not less than half the number of boats placed under davits shall be boats of Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(e.) If the boats placed under davits in accordance with the foregoing Table (c) do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise) or approved life rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (g) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that Table. For this purpose 3 cubic feet of air case in the life raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the Rules.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(f.) In addition to the life-saving appliances before mentioned, ships of this Class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(g.) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (A).—CLASS 2.

RULES for FOREIGN-GOING STEAMSHIPS having PASSENGER CERTIFICATES under the "MERCHANT SHIPPING ACTS."

Ships of this Class shall be subject to the same requirements as those in Division (A), Class 1.

DIVISION (A).—CLASS 3.

RULES for STEAMSHIPS having PASSENGER CERTIFICATES under the "MERCHANT SHIPPING ACTS" authorising them to carry PASSENGERS anywhere within the HOME TRADE LIMITS; that is to say, between places in the UNITED KINGDOM or between the UNITED KINGDOM and PORTS in EUROPE between the River ELBE and BREST.

(a.) Ships of this Class shall carry boats placed under davits in accordance with the rules and table provided for ships in Division (A), Class 1.

(b.) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that Table.

(c.) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all the additional approved boats or approved life-rafts required by the preceding sub-section (b), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(d.) Ships of this Class shall carry not less than six approved life-buoys.

(e.) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(f.) Provided nevertheless that no ship of this Class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (B).—CLASS 1.

RULES for SAILING SHIPS carrying EMIGRANT PASSENGERS subject to all the PROVISIONS of the "PASSENGERS ACTS."

(a.) Ships of Division B, Class 1, shall carry boats in accordance with the Table (c) provided for Division A, Class 1, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(b.) If the boats so carried do not furnish sufficient accommodation for all persons on board, then additional life-saving appliances shall be supplied as for ships in Division (A), Class 1.

(c.) Provided that no ship in this Class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(d.) Approved life-belts or other similar approved articles shall be carried as required for ships of Division (A), Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION (B).—CLASS 2.

RULES for FOREIGN-GOING SAILING SHIPS carrying PASSENGERS, but not subject to all the PROVISIONS of the "PASSENGERS ACTS."

Ships of this Class shall be subject to the same requirements as those in Division (B), Class 1.

DIVISION (B).—CLASS 3.

RULES for FOREIGN-GOING SAILING SHIPS not carrying PASSENGERS.

(a.) Ships of this Class shall carry a boat or boats of Sections A or B sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(b.) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION (B).—CLASS 4.

RULES for FOREIGN-GOING STEAMSHIPS not certified to carry PASSENGERS.

(a.) Ships of this Class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one

on one side shall be a boat of Section (A) or Section (B), and on the other side shall be a boat of Section (A), or Section (B), or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b.) They shall carry approved life-belts as required for ships of Division (B), Class 1.

(c.) They shall carry not less than six approved life-buoys.

DIVISION (C).—CLASS 1.

RULES for STEAMSHIPS not certified to carry PASSENGERS plying anywhere within the Home Trade Limits.

(a.) Ships of this Class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A), or of Section (B), or of Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b.) They shall also carry approved life-belts so that there may be at least one for each person carried on board the ship.

(c.) They shall also carry not less than four approved life-buoys.

DIVISION (C).—CLASS 2.

RULES for SAILING SHIPS in the same TRADES not carrying PASSENGERS.

(a.) Ships of this Class shall carry a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough weather.

(b.) Ships of this Class shall also carry an approved life-belt for each person on board.

(c.) They shall also carry at least two approved life-buoys.

DIVISION (D).—CLASS 1.

RULES for STEAMSHIPS having PASSENGER CERTIFICATES authorising them to carry PASSENGERS within certain specified Limits of the HOME TRADE; that is to say, on short specified Passages along the COASTS of the UNITED KINGDOM, or between GREAT BRITAIN and IRELAND, or between GREAT BRITAIN or IRELAND and the ISLE OF MAN.

(a.) Ships of this Class shall, according to their tonnage, carry boats placed under davits, as required by the Table for ships in Division (A), Class 1, but all such boats as are not required to be of Sections (A) or (B), must be of Section (C).

(b.) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under

davits by Table (c) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules.

(c.) Provided that if (having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all the additional approved boats or approved life-rafts required by the preceding sub-section (b), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(d.) Ships of this Class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(e.) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved lifebuoys be provided.

(f.) Provided nevertheless that no ship of this Class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (D).—CLASS 2.

RULES for STEAMSHIPS carrying PASSENGERS on short Excursions or Pleasure TRIPS to SEA, or in ESTUARIES or MOUTHS of RIVERS during DAY-LIGHT.

(a.) Ships of this Class shall carry at least two boats of Section (A), or Section (B), or Section (C), placed under davits, and with proper appliances for getting them into the water.

(b.) They shall also carry other boats, approved buoyant apparatus and (or) approved life-belts sufficient (with the boats required by paragraph (a),) to keep afloat all the persons on board the ship.

(c.) At least four approved life-buoys shall be carried.

DIVISION (D).—CLASS 3.

RULES for STEAMSHIPS carrying PASSENGERS on RIVERS and (or) LAKES, but not going to SEA, or into ROUGH WATERS.

(a.) Ships of this Class shall carry one boat in such a position that she can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(b.) At least four approved life-buoys shall be carried.

NOTE.—A discretion may be exercised by the Board of Trade to relieve steam launches, steamers plying in narrow waters, and ferry boats, from the operation of the whole or part of Rule (a) of this Class.

GENERAL RULES.

(1.) **BOATS.**—All boats shall be constructed and properly equipped as provided by these Rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Board of Trade. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 oz. to the superficial foot or of other durable material.

Section (A).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity computed as in Rule (2) at least 1 cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them.

Section (B).—A boat of this section shall be a life-boat of whale-boat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section (A). At least one half of the buoyancy apparatus must be attached to the outside of the boat.

Section (C).—A boat of this section shall be a life-boat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section (A) or Section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (D).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (E).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

(2.) **CUBIC CAPACITY.**—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised :—

Measure the length and breadth outside and the depth inside. Multiply them together and by .6; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep, will be regarded as having a capacity of $28 \times 8.5 \times 3.5 \times .6 = 499.8$, or 500 cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3.) **NUMBER of PERSONS for BOATS.**—The number of persons a boat of Section (A) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 10.

The number of persons a boat of Section (B), (C), (D), or (E), shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(4.) **APPLIANCES for lowering BOATS.**—Appliances for getting a boat into the water must fulfil the following conditions: Means

are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eye-bolts, rings, and the whole of the tackling are to be of sufficient strength; the boat's falls are to be long enough to lower the boat into the water with safety when the vessel is light. The life-lines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

(5.) **EQUIPMENTS FOR COLLAPSIBLE OR OTHER BOATS, AND FOR LIFE-RAFTS.**—In order to be properly equipped each boat shall be provided as follows:—

- (a.) With the full single-banked complement of oars, and two spare oars.
- (b.) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.
- (c.) With a sea anchor, a baler, a rudder and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.
- (d.) A vessel to be kept filled with fresh water shall be provided for each boat.
- (e.) Life-rafts shall be fully provided with a suitable approved equipment.

(6.) **ADDITIONAL EQUIPMENTS FOR BOATS OF SECTION (A) AND SECTION (B).**—In order to be properly equipped, each boat of Sections (A) and (B), in addition to being provided with all the requisites laid down in Rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit:—

- (a.) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.
- (b.) With a mast or masts, and with at least one good sail, and proper gear for each.
- (c.) With a line becketed round the outside of the boat and securely made fast.
- (d.) With an efficient compass.
- (e.) With one gallon of vegetable or animal oil, and a vessel of an approved pattern, for distributing it in the water in rough weather.
- (f.) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

(7.) **NUMBER OF PERSONS FOR LIFE-RAFTS.**—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying, shall be determined with reference to each separate pattern approved by the Board of Trade; provided always, that for every person so carried there shall be at least three cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided

that it has equivalent buoyancy to that herein-before described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

(8.) **BUOYANT APPARATUS.**—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

(9.) **LIFE BELTS.**—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the armpits and fitted so as to remain securely in their place when put on.

(10.) **LIFE-BUOYS.**—An approved life-buoy shall mean either—

- (a.) A life-buoy built of solid cork, capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it; or
- (b.) A strong life-buoy of any other approved pattern and material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beackets securely seized, and not less than two of them shall be fitted with life-lines 15 fathoms in length.

(11.) **POSITION OF LIFE-BUOYS AND LIFE-BELTS.**—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

(12.) **WATER-TIGHT COMPARTMENTS.**—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one half of the capacity required by these Rules.

MERCHANT SHIPPING (LIFE-
SAVING APPLIANCES).

COPY OF RULES made by the BOARD OF
TRADE under "THE MERCHANT SHIPPING
(LIFE-SAVING APPLIANCES) ACT, 1888"
(51 & 52 Vict. c. 24).

To come into effect on 1st November 1890.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
10 June 1890.*

[*Price 1½d.*]

MERCHANT SEAMEN'S FUND.

A C C O U N T

OF THE

RECEIPT AND EXPENDITURE

UNDER THE

SEAMEN'S FUND WINDING-UP ACT,

From 1st January to 31st December 1889.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

*Ordered, by The House of Commons, to be Printed,
7 August 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOODE, East Harding-street, London, E.C.,
and 32, Abingdon-street Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FEGGIS, and Co., 104, Grafton-street, Dublin.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1889.

R E C E I P T S.		P A Y M E N T S.		£.	s.	d.
To Balance in hand on 1st January 1889, as shown in the preceding Account, to 31st December 1888 -	- - - - -	By Amount paid for Pensions and Commutation of Pensions -	- - - - -	-	-	14,348 13 5
To Amount of the Vote of Parliament for the Year ending 31st March 1890 -	- - - - -	By Saving on the Parliamentary Vote, 1887-88, surrendered -	- - - - -	-	-	1,122 3 8
		By Balance in hand on 31st December 1889, as under, viz.:—				15,470 17 1
		Amount in the Exchequer -	- - - - -	5,000	-	-
		Amount in hands of Her Majesty's Paymaster General (adjusted for outstanding Transfers) -	- - - - -	750	6	2
				5,750	6	2
		Less, Balance due on sundry Accounts -	- - - - -	238	10	9
						5,511 15 5
	£.				£.	20,982 12 6

The Net Amount of Contributions received from Masters and Seamen during the Year 1889 was 33 l. 3 s. 10 d.

Board of Trade,
5 August 1890.

Allen Stoneham,
Assistant Secretary.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1888 and 1889.

Rate of Pension.	CLASS OF PENSIONERS.	1888.		1889.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	4	27 4 -	4	27 4 -
3 8 -	Seamen - - - - -	5	17 - -	8	27 4 -
4 8 -	Widows of Masters - - - - -	24	105 12 -	28	123 4 -
2 4 -	Widows of Seamen - - - - -	22	48 8 -	15	33 - -
2 4 -	Children of Masters - - - - -	3	6 12 -	2	4 8 -
1 2 -	Children of Seamen - - - - -	-	- - -	2	2 4 -
		58	204 16 -	59	217 4 -

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1888 and 1889, as reported to the Board of Trade, in addition to those which have ceased to be claimed by Pensioners.

CLASS OF PENSIONERS.	1888.		1889.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	42	284 16 -	44	298 14 6
Seamen - - - - -	42	142 16 -	34	115 12 -
Widows of Masters - - - - -	63	263 - 6	62	254 13 -
Widows of Seamen - - - - -	74	156 12 4	72	149 19 -
Children of Masters - - - - -	-	- - -	2	4 8 -
Children of Seamen - - - - -	2	2 4 -	2	2 4 -
	223	849 8 10	216	825 10 6

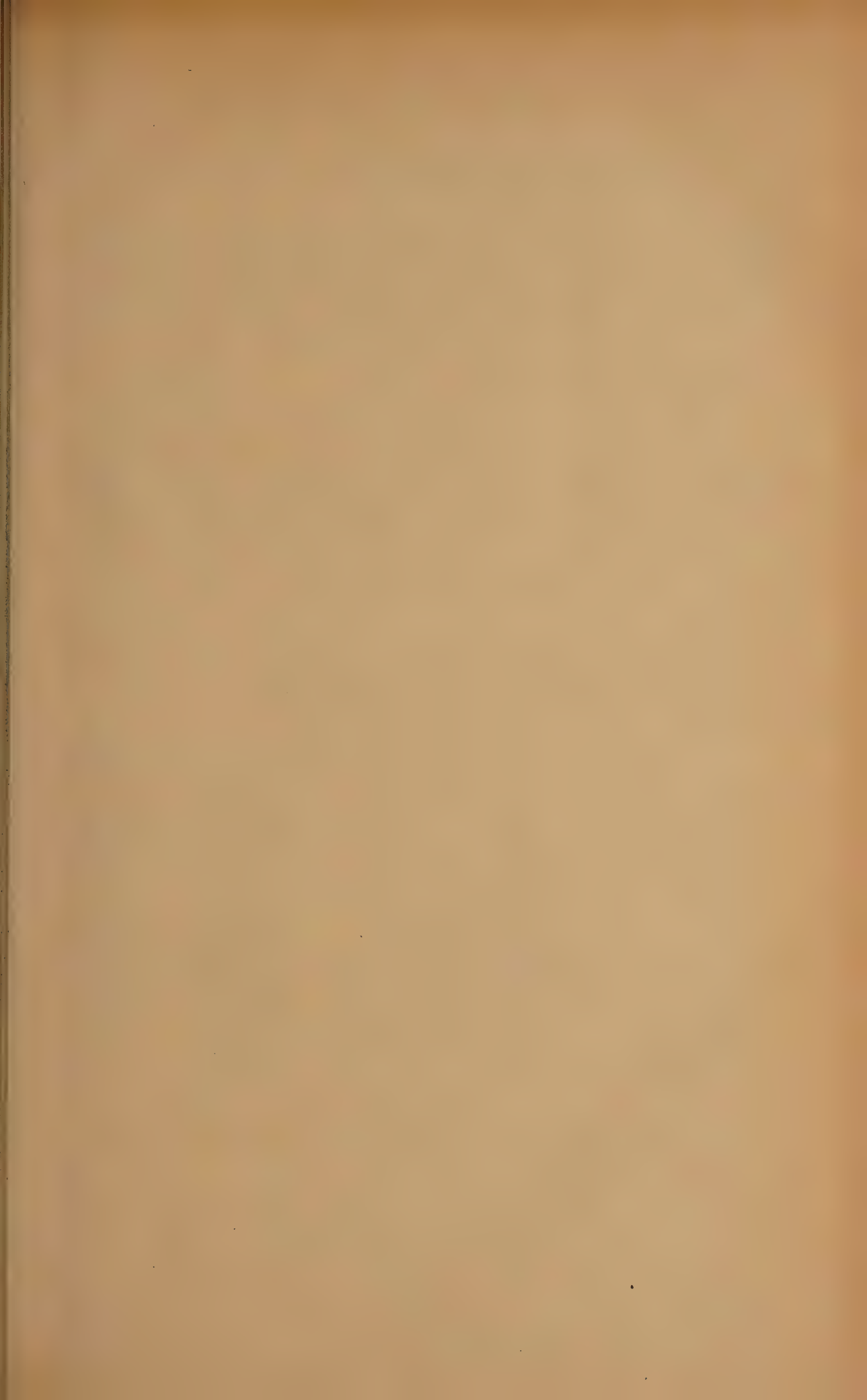
COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1888 and 31st December 1889; distinguishing between Men, Women, and Children, and between different Scales of Pensions; and giving the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1888.		1889.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	743	5,092 17 8	703	4,821 7 2
Seamen - - - - -	780	2,770 17 6	754	2,682 9 6
Widows of Masters - - - - -	2,137	8,402 1 5	2,103	8,270 12 5
Widows of Seamen - - - - -	2,286	5,087 9 5	2,229	4,970 10 5
Children of Masters - - - - -	229	372 10 -	229	372 10 -
Children of Seamen - - - - -	261	231 7 -	261	231 7 -
	6,436	21,957 3 -	* 6,279	21,348 16 6

* The number of pensions paid during the quarter ended 31st December 1889 was 3,738. The difference between these numbers results, it is presumed, from deaths of pensioners whose pensions have necessarily ceased to be claimed, but of whose deaths the Board of Trade have no official knowledge.

AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1889.

Sunderland - - -	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5 <i>l.</i> per annum. £. 1,850 Bond of Commissioners of the River Wear. Cash received for Rents, Interest on Bond, Bequest, and Donations (including last year's Balance of 74 <i>l.</i> 19 <i>s.</i> 4 <i>d.</i>), 192 <i>l.</i> 6 <i>s.</i> Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 96 <i>l.</i> 19 <i>s.</i> 11 <i>d.</i> Balance in hands of Secretary, 95 <i>l.</i> 6 <i>s.</i> 1 <i>d.</i>
Rye - - -	Three Leasehold Cottages, subject to a Ground-rent of 13 <i>s.</i> 4 <i>d.</i> per annum, and 600 <i>l.</i> Two and three-quarters per Cent. Consolidated Stock. Cash received from Rent from the Inmates, and Dividends on Consols (including last year's Balance of 42 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i>), 63 <i>l.</i> 5 <i>s.</i> 1 <i>d.</i> Cash paid for Poor-rate, Borough-rate, and Ground-rent, 2 <i>l.</i> 7 <i>s.</i> 1 <i>d.</i>; Relief granted, 19 <i>l.</i> 15 <i>s.</i> Total Payments, 22 <i>l.</i> 2 <i>s.</i> 1 <i>d.</i> Balance in the hands of the Trustees and in Bank, 41 <i>l.</i> 3 <i>s.</i>
Boston - - -	Twelve Almshouses. Cash received for Rent from Inmates, 8 <i>l.</i> Cash paid for Insurance and Water-rate, 4 <i>l.</i> 8 <i>s.</i> 6 <i>d.</i>; Sundries, 1 <i>l.</i> 8 <i>s.</i> 8 <i>d.</i>; last year's Balance due to Treasurer, 1 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i>; Total Payments, 7 <i>l.</i> 11 <i>s.</i> 3 <i>d.</i> Balance in Treasurer's hands, 8 <i>s.</i> 9 <i>d.</i>
Scarborough - - -	Sixty-seven Dwellings or Buildings, called the Seamen's Hospital, and Trinity House. Bequest of 837 <i>l.</i>, Two and three-quarters per Cent. Consolidated Stock. 93 <i>l.</i> 12 <i>s.</i> 11 <i>d.</i> - - - ditto - - - ditto. 500 <i>l.</i> Invested on Mortgage at Four per Cent. Received for Dividends, 46 <i>l.</i> 7 <i>s.</i> 8 <i>d.</i>; Rents, 49 <i>l.</i> 17 <i>s.</i> 6 <i>d.</i>; Total Receipts (including last year's Balance of 16 <i>l.</i> 13 <i>s.</i> 9 <i>d.</i>), 112 <i>l.</i> 18 <i>s.</i> 11 <i>d.</i> Cash paid to Inmates of the Houses, 32 <i>l.</i> 15 <i>s.</i> 6 <i>d.</i>; Salaries, 3 <i>l.</i> 12 <i>s.</i>; Insurance, Gas, and Water-rates, Repairs and Sundries, 24 <i>l.</i> 6 <i>s.</i>; Total Payments, 60 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i> Balance in the hands of Trustees, 52 <i>l.</i> 5 <i>s.</i> 5 <i>d.</i>
Whitby - - -	Fifty Tenements, called Seamen's Hospital Houses. 730 <i>l.</i> 1 <i>s.</i> 2 <i>d.</i>, Two and three-quarters per Cent. Consolidated Stock. Cash received for Rent and Dividends, 25 <i>l.</i> 11 <i>s.</i> Cash paid for Repairs, Insurance, Coals distributed to Inmates and Sundries (including last year's balance due to Treasurer, 3 <i>l.</i> 12 <i>s.</i> 11 <i>d.</i>), 18 <i>l.</i> 10 <i>s.</i> 6 <i>d.</i> Balance in the hands of Trustees, 7 <i>l.</i> 0 <i>s.</i> 6 <i>d.</i>
Liverpool - - -	£. 1,600 Bonds of the Mersey Docks and Harbour Board, received from the Committee of the Nelson Fund. Cash received for Interest on Bonds (including last year's Balance of 14 <i>l.</i> 15 <i>s.</i> 4 <i>d.</i>), 86 <i>l.</i> 18 <i>s.</i> 4 <i>d.</i> Cash paid to 22 Masters and 1 Widow, 69 <i>l.</i>; Total Payments, 69 <i>l.</i> Balance in the Bank, 17 <i>l.</i> 18 <i>s.</i> 4 <i>d.</i>



MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE
under the SEAMEN'S FUND WINDING-UP ACT,
from 1 January to 31 December 1889.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 50.)

*Ordered, by The House of Commons, to be Printed,
7 August, 1890.*

[Price 1d.]

35.

61.—15, 8, 90.

Under 1 oz.

MERCHANT SHIPPING (TONNAGE).

RETURN to an Order of the Honourable The House of Commons,
dated 8 May 1890 ;—*for*,

RETURN “showing in Detail how the present GROSS MEASUREMENTS of the Steamships ‘ANGLESEY’ and ‘DUCHESS OF SUTHERLAND’ have been arrived at, and the Deductions and Allowances by which these GROSS MEASUREMENTS have been brought down to Net Registers of 143 Tons and 180 Tons respectively, under the Provisions of ‘THE MERCHANT SHIPPING (TONNAGE) ACT, 1889.’”

Board of Trade, }
13 May 1890. }

HENRY G. CALCRAFT.

RETURN showing in Detail how the present GROSS MEASUREMENTS of the Steamships “ANGLESEY” and “DUCHESS OF SUTHERLAND” have been arrived at, and the Deductions and Allowances by which these GROSS MEASUREMENTS have been brought down to Net Registers of 143 Tons and 180 Tons respectively, under the Provisions of “THE MERCHANT SHIPPING (TONNAGE) ACT, 1889.”

“ANGLESEY” TWIN SCREW STEAMER.

<i>Tons.</i>	
853·79	under deck.
35·68	houses.
90·98	machinery and light and air spaces, “Merchant Shipping (Tonnage) Act, 1889.”
980·45	Gross Tonnage.
Allowance for engine room	794·22 { 635·00 { 362·86 net engine room.
	272·14 75 per cent. of same.
	159·22 { 90·98 machinery and light and air spaces on deck.
	68·24 75 per cent. of same.
186·23	
37·68	allowance for crew space, Act of 1867.
148·55	
6·05	deduction under Section 3, Act of 1889.
142·50	Register Tonnage.

“DUCHESS OF SUTHERLAND” TWIN SCREW STEAMER.

<i>Tons.</i>	
761·42	under deck.
22·38	houses.
64·31	machinery and light and air spaces, “Merchant Shipping (Tonnage) Act, 1889.”
847·81	Gross Tonnage.
Allowance for engine room	629·39 { 516·85 { 295·34 net engine room.
	221·51 75 per cent. of same.
	112·54 { 64·31 machinery and light and air spaces on deck.
	48·23 75 per cent. of same.
218·42	
34·33	allowance for crew space, Act of 1867.
184·04	
4·48	deduction under Section 3, Act of 1889.
179·56	Register Tonnage.

Board of Trade, }
Marine Department. }

George J. Swanston,
Assistant Secretary.

MERCHANT SHIPPING (TONNAGE).

RETURN showing in Detail how the present GROSS MEASUREMENTS of the Steamships "ANGLESER" and "DUCHESS OF SUTHERLAND" have been arrived at, and the Deductions and Allowances by which these GROSS MEASUREMENTS have been brought down to Net Registers of 143 Tons and 180 Tons respectively, under the Provisions of "The MERCHANT SHIPPING (TONNAGE) ACT, 1889.

(*Mr. T. W. Russell.*)

*Ordered, by The House of Commons, to be Printed,
22 May 1890.*

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AND
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ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HORDES, FROGGS, and CO., 104, Grafton-street, Dublin.

[*Price ½ d.*]

186.

II.—3. 6 90.

R E T U R N

OF ALL

SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, to be PROVISIONALLY DETAINED as UNSAFE, in pursuance of the provisions of the 39th and 40th Victoriae, chapter 80, sections 6 and 13, from 1st JULY 1889 to 30th JUNE 1890, giving the NAMES of the OWNERS of those SHIPS which have been dismantled, broken up, or converted into hulks, &c.;

TOGETHER WITH

S U M M A R I E S,

SHOWING respectively the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED as UNSAFE from 1st July 1889 to 30th June 1890, and since the commencement of the ACT, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

(In continuation of Parliamentary Paper [C.—5775]—1889.)

Presented to both Houses of Parliament by Command of Her Majesty.



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1890.

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Note.—This Return includes only Ships detained as "unsafe" under the Merchant Shipping Act, 1876. It does not, therefore, include any Ship detained for not being provided with proper lights and fog signals, or for not being properly marked.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of July 1889, giving Names of Owners of Ships which have been dismantled, &c.

S H I P.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.							
Helen Newton, S.S.	Hull -	Steam	1288-828	9	100 A1	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Maggie A	Poole -	Sailing	211-196	12	Not classed	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of August 1889, giving Names of Owners of Ships which have been dismantled, &c.

S H I P.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.							
Lily Dale	Cork -	Sailing	197	24	Not classed	Board's officer	Defective hull	Found unsafe	Still detained -	No appeal	Want vessel to be made tight.	—

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of September 1889, giving Names of Owners of Ships which have been dismantled, &c.

S H I P.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
				Class, if any, at Lloyd's at Time of Detention.								
Nil.												

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of October 1889, giving Names of Owners of Ships which have been dismantled, &c.

S H I P.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
				Class, if any, at Lloyd's at Time of Detention.								
Ariel -	Dublin -	Sailing	49	30	Larne -	Board's officer	Defective hull and equipments. Overloading -	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Glenmavis, S.S.	Leith -	Steam	2066-1352	8	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Kangaroo, S.S. -	London	Steam	1692-1099	36	Barry Dock -	Board's officer	Defective hull and equipments. Overloading -	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Thor, S.S. -	Newcastle	Steam	1657-1060	7	North Shields	Board's officer	Overloading -	Found unsafe	Proceeded to sea while under detention master prosecuted and fined.	No appeal	Expressed no opinion.	—

Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of November 1889, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Callao -	Whitehaven -	Sailing	155-127	47	Cork and Kin-sale.	Crew -	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.	
Cossack, S.S. -	Hull -	Steam	868-683	30	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	
Guthy, S.S. -	London -	Steam	32-19	7	Dartmouth	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	
Gladiator, S.S. -	Glasgow -	Steam	659-422	29	Liverpool	Board's officer	Improper loading.	Found unsafe	Reloaded and released	No appeal	Expressed no opinion.	
Iran, S.S. -	Liverpool -	Steam	3531-2317	3	Cardiff -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	
John -	Dublin -	Sailing	27	64	Carriekfergus	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	
Lloyds, S.S. -	London -	Steam	883-564	20	North Shields	Board's officer	Overloading and defective equipments.	Found unsafe	Repaired, lightened and released.	No appeal	Expressed no opinion.	
Mary -	Dublin -	Sailing	24	—	Kingstown	Board's officer	Defective hull and equipments.	Found unsafe	Released. To be used as a hulk.	No appeal	Expressed no opinion.	John Byrne, Wicklow.
Sarah -	Greenock -	Sailing	69	21	Skerries co. Dublin.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Crew unwilling	

Table 6.--Ships ordered to be provisionally detained as unsafe during the Month of December 1889, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Hungaria, S.S. -	Newcastle	Steam	1656-1066	5	North Shields	Board's officer	*Over and improper loading.	Found unsafe	Lightened, ventilated, and released.	No appeal	Expressed no opinion.	---
King Ermyr, S.S.	Southampton	Steam	1110-697	16	Cardiff	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Sunrise, S.S. -	West Hartlepool.	Steam	1233-789	6	Sunderland	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Sunshine, S.S. -	West Hartlepool.	Steam	1204-777	6	Tyne Dock	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Vivo, S.S. -	Newcastle	Steam	1139-739	6	Tyne Dock	Board's officer	Overloading -	Found unsafe	Proceeded to sea while under detention master, superintendent, and owner prosecuted and fined.	No appeal	Expressed no opinion.	---

Table 7.--Ships ordered to be provisionally detained as unsafe during the Month of January 1890, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
E. S. Jobson, S.S.	Hartlepool	Steam	1118-719	18	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Sandal, S.S. -	West Hartlepool.	Steam	1706-1099	9	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Vernon, S.S. -	Newcastle	Steam	1042-669	11	Tyne Dock	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---
Waterloo, S.S. -	Glasgow	Steam	1399-901	10	Tyne Dock	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	---

* Insufficient ventilation of coal cargo.

Table 8.—Ships ordered to be provisionally detained as unsafe during the Month of February 1890, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.							Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's of Detention.	Where detained.	
By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or relanded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.		
Board's officer	Overloading -	Found safe -	Improperly detained and at once released.	No appeal	Expressed no opinion.		
Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.		
Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.		

Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of March 1890, giving Names of Owners of Ships which have been dismantled, &c.

S.H.I.P.							Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.									
Castle Rising, S.S.	Lynn	Steam	1233-797	5	100 A1	Tyne Dock	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—	—
Empress S.S.	Dundee	Steam	1205-775	25	90 A1	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—	—
Kite	Guernsey	Sailing	188-177	30	Not classed	Falmouth	Crew	Defective hull and equipments.	Found unsafe	Conditionally released	No appeal	Unwilling.	—	—
Providence	Portsmouth	Sailing	95	26	Not classed	Portsmouth	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—	—

Table 10.—Ships ordered to be provisionally detained as unsafe during the Month of April 1890, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Regis-tered Tonnage.	Age. Years.								
				Class, if any, at Lloyd's at Time of Detention.								
Nil.												

Table 11.—Ships ordered to be provisionally detained as unsafe during the Month of May 1890, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Regis-tered Tonnage.	Age. Years.								
Ann	Belfast	Sailing	36	61-19	Belfast	Board's officer	Defective hull and equip-ments.	Found unsafe	Still detained	No appeal	Unwilling.	—
Dudley, S.S.	South Shields	Steam	812-512	24	South Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
John Wesley	Scarborough	Sailing	132	52	North Shields	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Kenton	London	Sailing	689-668	12	Queensdown	Crew	Defective equipments.	Found unsafe	Conditionally released	No appeal	Unwilling	—
Pursnit	Cannarvon	Sailing	89	27	Belfast	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Part of crew unwilling.	—
West, S.S.	Liverpool	Steam	603-381	18	North Shields	Board's officer	Defective hull and equip-ments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—

Table 12.--Ships ordered to be provisionally detained as unsafe during the Month of June 1890, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Stag, S.S.	-	West Hartlepool.	Steam	1048-670	16	90 A1	North Shields	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	-
Wilhelm -	-	Hull -	Sailing	76	-	Not classed	Scarborough and Shields.	Defective hull	Found unsafe	Repaired and released. Put to sea in tow while under detention master prosecuted and fined.	No appeal	Expressed no opinion.	-

SUMMARY.

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED from 1st July 1889 to 30th June 1890, distinguishing between those Cases in which the SHIPS were found SAFE, OR UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships. reported as defective.						
	Government Officers.					Crews.					Other Persons.								
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron or steel).	-	2	-	-	2	-	-	-	-	-	-	-	-	-	-	2	-	-	2
Steam Ships (wood)	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Sailing Ships (iron or steel).	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	1	-	-	1
Sailing Ships (wood)	-	11	-	-	11	-	2	-	-	2	-	-	-	-	-	13	-	-	13
TOTAL	-	14	-	-	14	-	3	-	-	3	-	-	-	-	-	17	-	-	17

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron or steel).	1	22	-	23	-	-	-	-	-	-	-	-	1	22	-	23
Steam Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (iron or steel).	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL -	1	22	-	23	-	-	-	-	-	-	-	-	1	22	-	23

SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by													Total Number of Ships reported as defective.					
	Government Officers.					Crews.					Other Persons.								
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron)	1*	86	-	1	88	-	6	-	-	6	-	1	-	1	1	93	-	1	95
Steam Ships (wood)	-	4	-	-	4	-	-	-	-	-	-	-	-	-	-	4	-	-	4
Sailing Ships (iron)	-	6	-	-	6	-	1	-	-	1	-	-	-	-	-	7	-	-	7
Sailing Ships (wood)	4	504	-	6	514	3	60	-	1	64	1	16†	-	17	8	580	-	7	595
TOTAL	5	600	-	7	612	3	67	-	1	71	1	17	-	18	9	684	-	8	701†

* Declared unsafe by Board's Officers, but released by order of a Court of Survey.

† One of these ships was also detained on the ground of improper loading.

‡ Of these ships 156 were classed.

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	6	492*	—	498	—	1	—	1	—	—	—	—	6	493	—	499
Steam Ships (wood)	—	3	—	3	—	—	—	—	—	—	—	—	—	3	—	3
Sailing Ships (iron)	1	9	—	10	—	—	—	—	—	—	—	—	1	9	—	10
Sailing Ships (wood)	—	49†	—	49	—	1‡	—	1	—	—	—	—	—	50	—	50
TOTAL -	7	553	—	560	—	2	—	2	—	—	—	—	7	555	—	562

* Twelve of these ships were also detained on account of defective hull or equipments.

† Two of these ships were also detained on account of defective hull or equipments.

‡ Detained also on the ground of defective hull.

Marine Department, Board of Trade,

July 1890.

GEORGE J. SWANSTON.

SEAMEN'S SAVINGS BANKS (MONEY ORDERS
AND TRANSMISSION OF WAGES).

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, during the Year ended 20th November 1889, and of the Interest thereon :

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued at PORTS in the UNITED KINGDOM and at PORTS ABROAD, and Paid, from 1855 to 31st March 1890 ;

ALSO,

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1878 to 31st March 1890.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

*Ordered, by The House of Commons, to be Printed,
7 August 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOODE, East Harding-street, London, E C.,
and 32, Abingdon-street, Westminster, S.W. ;
ADAM and CHARLES BLACK, North Bridge, Edinburgh ;
and HODGES, FIGGIS, and Co. 104, Grafton-street, Dublin.

SEAMEN'S SAVINGS BANKS.

YEAR ended 20th November 1889.

AN ACCOUNT of all Deposits Received and Repaid by the BOARD OF TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1889, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.

	£.	s.	d.
Balance on 20th November 1888 - - - - -	161,077	16	2
Amount received from Depositors during the Year ended 20th November 1889, viz. :—			
From Depositors in the Seamen's Savings Bank - - - - -	71,780	13	3
From Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	5,545	3	—
	77,325	16	3
Amount of Interest received from the Commissioners for the Reduction of the National Debt during the Year ended 20th November 1889 (of which amount 3,853 <i>l.</i> 17 <i>s.</i> 11 <i>d.</i> has been credited to the Depositors' Accounts) - - - - -	4,440	7	6
	£.	242,843	19 11

PAYMENTS.

	£.	s.	d.
Repayments during the Year ended 20th November 1889, viz. :—			
To Depositors in the Seamen's Savings Bank - - - - -	64,791	19	7
To Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	5,402	3	7
	70,194	3	2
Payment to Mercantile Marine Fund for estimated cost of services rendered by Mercantile Marine Officers; to Exchequer Extra Receipts for work done at the Board of Trade; and to Postmaster General for Postage - - - - -	520	—	—
Balance as under :—			
Invested with Commissioners for the Reduction of the National Debt - - - - -	169,526	18	3
In the hands of Her Majesty's Paymaster General - - - - -	2,602	18	6
	172,129	16	9
	£.	242,843	19 11

	£.	s.	d.
Due to 4,435 Depositors, including Interest to 20th November 1889 - - - - -	171,630	2	7
Surplus Interest - - - - -	489	14	2
	£.	172,129	16 9

Board of Trade, }
31 July 1890. }

Allen Stoneham,
Assistant Secretary.

SEAMEN'S MONEY ORDERS.

YEARS 1855 to 31st MARCH 1890.

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued at PORTS in the UNITED KINGDOM, and at PORTS ABROAD, and Paid, from 1855 to 31st March 1890, inclusive.

						ISSUED.			PAID.				
						Number.	Amount.			Number.	Amount.		
							£.	s.	d.		£.	s.	d.
At Ports in the United Kingdom from 1st May 1855 to 31st March 1889, and at Ports Abroad from 1st April 1865 to 31st March 1889.						1,907,474	10,787,210	7	4	1,906,450	10,781,024	1	4
At Ports in the United Kingdom during the Year ended 31st March 1890 (Home* and Foreign†).						83,199	388,204	17	5	{ 83,119	* 386,743	7	
										{ 4,589	† 67,615	4	11
At the following Ports abroad during the Year ended 31st March 1890, viz.:--						4,640	67,888	--	2	33	439	10	--
PORTS.	No. issued.	Amount.	PORTS.	No. issued.	Amount.								
		£. s. d.			£. s. d.								
Alicante - -	2	9 - -	Brought forward	3,683	56,194 5 11								
Amsterdam - -	270	3,392 8 -	Honfleur - -	5	10 - -								
Antwerp - -	700	9,696 19 10	Lisbon - -	4	37 10 -								
Bahia - -	4	37 14 2	Marseilles - -	72	820 10 -								
Baltimore - -	5	121 - -	Nantes - -	30	343 15 -								
Barcelona - -	4	7 - -	Naples - -	1	70 - -								
Bombay - -	22	150 13 3	New Orleans - -	33	294 19 2								
Bordeaux - -	41	284 10 -	Odessa - -	3	16 3 -								
Boston - -	37	511 16 6	Ostend - -	10	178 - -								
Boulogne - -	28	432 - -	Pensacola - -	5	92 - 10								
Bremen - -	151	2,051 5 -	Pernambuco - -	9	208 16 4								
Cadiz - -	7	16 - -	Philadelphia - -	59	799 17 10								
Calais - -	1	64 15 -	Portland-Maine	1	40 16 4								
Calcutta - -	115	922 8 -	Riga - -	1	5 - -								
Cherbourg - -	1	- 12 -	Rio Grande de Sul	8	107 - -								
Chittagong - -	1	8 - -	Rotterdam - -	576	7,266 2 -								
Corfu - -	1	4 - -	Rouen - -	79	940 - -								
Cronstadt - -	11	34 10 -	Smyrna - -	6	50 - -								
Dieppe - -	8	75 10 -	Stettin - -	26	239 - -								
Dunkirk - -	1,071	17,968 16 11	Stockholm - -	9	41 2 -								
Genoa - -	6	45 10 -	St. Petersburg - -	1	10 - -								
Gothenburg - -	14	100 - -	Trieste - -	4	16 - -								
Hamburg - -	1,015	17,810 15 9	Valparaiso - -	11	58 5 -								
Havana - -	1	4 - -	Venice - -	4	48 16 9								
Hàvre - -	167	2,445 1 6	TOTAL - -	4,640	67,888 - 2								
Carried forward	3,683	56,194 5 11											
						1,995,313	11,243,303	4	11	1,994,191	11,235,822	3	4
						1,994,191	11,235,822	3	4	--	--		
Balance due by Board of Trade on account of Orders unpaid on 31st March 1890.						1,122	7,481	1	7	--	--		
											£. s. d.		
Amount in hand on 31st March 1890, on account of Commission and Exchange - - -											3,339 16 5		

Board of Trade, }
31 July 1890. }

Allen Stoneham,
Assistant Secretary.

TRANSMISSION OF WAGES.

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1st February 1878 to 31st March 1890, inclusive.

	RECEIPTS.	PAYMENTS.
	£. s. d.	£. s. d.
From 1st February 1878 to 31st March 1889 - -	1,496,793 17 6	1,494,454 10 5
From 1st April 1889 to 31st March 1890 (as per summary below).	212,815 1 3	211,934 5 -
£.	1,709,608 18 9	1,706,388 15 5

Balance in hand on 31st March 1890 - - - £. 3,220. 3. 4.

RECEIPTS.	PORT.	PAYMENTS.
£. s. d.		£. s. d.
—	Board of Trade - - - - -	9,313 6 8
	Local Marine Boards:	
174 - -	Aberdeen - - - - -	1,246 10 2
613 3 11	Belfast - - - - -	2,874 18 5
5,724 6 6	Bristol - - - - -	4,535 10 10
185 7 7	Cork - - - - -	1,320 - 10
1,355 15 7	Dublin - - - - -	1,606 16 9
7,064 7 3	Dundee - - - - -	3,727 - -
8,978 - 1	Glasgow - - - - -	16,416 17 9
5,713 10 10	Greenock - - - - -	3,189 8 6
17,382 8 9	Hull - - - - -	7,101 12 11
2,768 3 6	Leith - - - - -	4,459 7 3
36,951 6 3	Liverpool - - - - -	39,269 5 6
22,981 6 9	London, Tower Hill - - - - -	12,391 10 5
626 4 6	Newcastle - - - - -	4,038 16 6
3,161 16 11	Plymouth - - - - -	1,722 12 9
4,448 6 7	Shields, North - - - - -	5,025 15 4
5,811 16 4	„ South - - - - -	8,624 9 2
2,415 18 9	Sunderland - - - - -	3,818 19 3
	Board of Trade Offices:	
9,749 2 2	Avonmouth - - - - -	1,136 2 11
4,052 13 10	Barry - - - - -	359 18 9
15,100 18 11	Cardiff - - - - -	20,856 16 6
—	Gourock - - - - -	654 6 5
19 2 3	Gravesend - - - - -	3,015 12 4
—	Grimsby - - - - -	829 - -
14,178 1 11	London, Poplar - - - - -	9,952 12 2
10,171 16 9	„ Victoria Docks - - - - -	1,227 11 4
3,150 12 9	„ Tilbury - - - - -	69 15 5
7,327 6 2	Newport - - - - -	5,713 13 1
3,104 1 10	Penarth - - - - -	1,296 2 1
—	Queenstown - - - - -	438 1 7
385 2 8	Southampton - - - - -	1,505 7 8
5,125 12 2	Swansea - - - - -	4,718 13 7
14,194 9 9	Various Customs Outports - - - - -	29,477 12 2
£. 212,815 1 3		£. 211,934 5 -

Board of Trade, }
31 July 1890. }

Allen Stoneham,
Assistant Secretary.

SEAMEN'S SAVINGS BANKS
(MONEY ORDERS
AND TRANSMISSION OF WAGES).

ACCOUNT of all Deposits Received and Repaid by the Board of Trade, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, during the Year ended 20 November 1889, and of the Interest thereon :

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued at Ports in the UNITED KINGDOM and at Ports ABROAD, and Paid, from 1855 to 31 March 1890 ;

ALSO,

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1878 to 31 March 1890.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
7 August 1890.*

[Price 1 d.]

356.

H.—9, 8. 90.

Under 1 oz.

SUEZ CANAL.

RETURNS OF SHIPPING AND TONNAGE:

1887, 1888, & 1889.

[In continuation of "Commercial No. 13: 1889."]

*Presented to both Houses of Parliament by Command of Her Majesty.
March 1890.*

LONDON:

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SUEZ CANAL.

Returns of Shipping and Tonnage: 1887, 1888, and 1889.

[In continuation of "Commercial No. 13: 1889."]

The British Suez Canal Directors to the Marquis of Salisbury.— (Received February 25.)

My Lord,

Paris, February 20, 1890.

IN continuation of our despatch of the 30th March last year, we have the honour to forward to your Lordship further Returns of the navigation through the Suez Canal for the year 1889, as compared with that of previous years.

These Returns are comprised in six Tables, and in submitting them we have the honour to offer the following observations:—

Table No. 1.—A Monthly Return of the shipping, tonnage, and transit receipts for the years 1887, 1888, and 1889.

This Return shows a still further increase for 1889 over that of 1888, both in tonnage and in transit receipts: the increase in the net tonnage being 142,353 tons, and in the dues paid 1,335,306 fr.

The actual number of vessels, however, was less by 15, being 3,425 as against 3,440 in 1888; but this was more than compensated for by the increase in the mean tonnage per vessel, as will be seen in Table No. 5.

Table No. 2.—A Return of the shipping and tonnage for the same period of three years, arranged under their respective flags.

Table No. 3.—A Comparative Return for these three years, based on the data of the above Table No. 2, and giving the percentage of the shipping and tonnage of the flags engaged.

It will be seen from this Return that the percentage of the tonnage of Great Britain for 1889 is still higher than in previous years, being 78·91 per cent. of the total, as against 78·65 per cent. for 1888 and 76·52 per cent. for 1887.

The percentage for France, which is second on the list, has fallen off slightly, being 5·33 per cent. for 1889, as against 5·83 per cent. for 1888, and 6·51 per cent. for 1887.

Germany now takes the third place with a percentage of 4·27, and Holland fourth with 3·87 per cent.

Italy, which came next to France in the years 1887 and 1888, has fallen back considerably, and is now fifth on the list, her percentage for 1889 being 2·76 per cent., as against 4·03 per cent. in 1888 and 4·28 per cent. in 1887. The importance of her tonnage in the two years above mentioned was due entirely to the considerable transport of troops and war material to the East Coast of Africa in the Massouah Expedition.

Austro-Hungary, Spain, and Norway follow in succession, other nationalities contributing but a feeble percentage of the total navigation.

Table No. 4.—A Return of the shipping for the year 1889, arranged

under its various categories, such as merchant-vessels, mail-steamers, vessels of war, &c. This Table shows how large a proportion of the tonnage of Italy (40 per cent.) is due to vessels chartered by the Government for transport of troops during 1889.

Table No. 5.—A General Yearly Return of the navigation and dues paid from the opening of the Canal to the present time.

It will be observed that the tonnage and dues for 1889, as also the mean net tonnage per vessel, reached the highest figures yet attained, although, as before mentioned, the actual number of vessels was less by 15 than in 1888.

This steady increase year by year of the mean net tonnage shows that a larger class of vessel is gradually being substituted for vessels of smaller size, and this change will probably be still more remarkable, when, after the completion of the increased depth in the Canal, permission is given to pass through with a greater draught of water.

Table No. 6.—A Monthly Return showing the average time occupied by vessels in passing through the Suez Canal during the year 1889, distinguishing those which navigated both by night and day from such as navigated by day only.

This Table shows a steady increase of the former class; 71 per cent. of the total shipping took advantage of the permission to make the night passage by means of the electric light. In the previous year the percentage of such vessels was 46·7 only.

The mean duration of passage for this category was 22 hours 32 minutes, whilst for those navigating by day it amounted to 37 hours 26 minutes. These figures are almost identical with those for 1888, which were 22 hours 33 minutes for the night and day transit, and 37 hours 57 minutes for the day transit only; but there is a marked difference in the mean duration of time for the navigation in general, as was foreseen in our despatch of the 30th March last year, the figures being 30 hours 45 minutes for the total mean duration in 1888, and 26 hours 44 minutes only for that of 1889.

We have, &c.

(Signed)

J. STOKES.

C. R. WILSON.

EDWD. J. STANDEN.

Inclosure 1.

(No. 1).—RETURN of the Shipping and Tonnage that passed through the Suez Canal Month by Month, together with the Transit Receipts for the years 1887, 1888, and 1889.

Month.	1887.				1888.				1889.			
	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.
January ..	246	Tons. 671,790·46	Tons. 469,563·26	Fr. 4,576,698 68	290	Tons. 774,165·93	Tons. 542,709·95	Fr. 5,303,909 79	312	Tons. 865,061·32	Tons. 612,144·92	Fr. 5,949,292 26
February ..	229	621,879·25	437,114·91	4,252,975 05	291	784,433·89	554,336·86	5,367,060 53	311	828,662·99	587,068·04	5,693,038 21
March ..	301	786,679·84	549,536·31	5,407,853 63	319	850,238·86	599,721·46	5,865,803 37	341	896,518·56	632,832·54	6,175,739 80
April ..	281	730,591·00	513,065·45	5,011,276 81	332	867,132·77	610,573·07	5,955,173 92	353	967,211·08	687,018·37	6,688,290 50
May ..	303	797,547·17	564,614·81	5,500,180 23	320	884,776·75	622,394·87	6,105,517 55	286	792,856·66	557,812·42	5,427,766 18
June ..	245	658,949·92	461,122·85	4,484,944 93	239	719,690·13	510,586·17	4,944,388 51	287	792,193·43	565,671·06	5,482,865 22
July ..	275	740,425·97	522,112·37	5,106,980 64	299	811,050·18	567,809·79	5,622,571 23	270	773,961·92	545,444·97	5,311,916 99
August ..	242	648,455·63	453,823·82	4,432,728 11	251	728,914·77	512,687·95	4,965,039 55	252	731,987·85	516,061·60	5,047,356 96
September ..	236	639,379·19	448,742·74	4,414,093 51	259	696,065·19	487,773·39	4,798,876 10	235	682,660·73	481,783·77	4,734,879 41
October ..	251	670,397·41	463,369·15	4,602,297 69	286	791,597·81	557,908·56	5,507,771 60	268	771,358·47	540,464·03	5,339,886 05
November ..	233	724,829·06	505,728·99	5,065,909 67	265	766,747·55	538,445·19	5,261,547 49	242	721,375·05	508,399·83	4,962,799 21
December ..	275	739,118·30	515,222·39	5,006,501 76	269	763,243·49	535,885·18	5,234,613 56	268	781,817·42	548,436·07	5,353,728 35
Total ..	3,137	8,430,043·20	5,903,024·09	57,862,370 71	3,440	9,437,957·32	6,640,834·44	64,832,273 20	3,425	9,605,745·48	6,783,187·12	66,167,579 14

Inclosure 2.

(No. 2.)—RETURN showing the Number of Vessels and Tonnage that passed through the Suez Canal during the years 1887, 1888, and 1889, arranged under their respective Flags.

Flag.	1887.			1888.			1889.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
		Tons.	Tons.		Tons.	Tons.		Tons.	Tons.
Great Britain	2,330	6,372,586·200	4,516,772·710	2,625	7,835,062·750	5,223,254·980	2,611	7,478,369·540	5,352,886·280
France	185	567,064·798	384,124·995	187	576,993·062	387,318·056	168	547,602·307	361,812·812
Germany	159	364,214·520	219,763·050	163	393,318·820	237,544·240	194	463,225·950	289,268·240
Holland	123	300,943·610	221,618·250	121	295,719·050	217,911·100	146	359,722·490	262,460·040
Italy	138	379,061·870	252,408·580	146	395,624·700	267,737·710	103	279,331·560	187,055·290
Austria-Hungary	82	197,674·908	141,370·319	58	173,212·370	122,740·700	54	168,707·550	116,568·000
Spain	26	92,612·900	64,580·190	26	90,080·120	63,488·070	33	101,792·750	71,718·950
Norway	28	48,489·630	35,554·330	39	67,956·690	49,259·100	48	90,046·230	66,138·670
Russia	22	57,847·650	34,319·820	16	45,401·060	27,593·240	23	57,254·520	34,229·120
Turkey	19	23,093·680	16,768·850	29	31,694·260	22,811·600	22	36,376·390	25,916·070
Egypt	5	3,609·680	2,226·290	10	7,022·090	4,650·760	8	6,743·380	4,425·080
Japan	2	3,807·630	2,689·210	3	8,745·040	5,666·680	3	5,680·640	4,063·640
Belgium	1	876·360	587·800	1	1,493·410	966·840	2	3,071·620	2,080·580
America	3	2,111·690	1,051·460	1	1,141·230	788·570	5	3,805·810	1,909·390
China	7	10,370·140	5,798·940	6	5,289·240	2,980·530	1	1,413·530	1,007·780
Denmark	..	..	..	1	1,207·630	863·530	1	1,236·760	846·690
Portugal	7	5,677·960	3,389·300	7	5,050·560	3,030·400	3	1,364·460	800·590
Hawaii	..	..	..	1	2,945·240	2,228·340	..	..	..
Total	3,137	8,430,043·206	5,903,024·094	3,440	9,437,957·322	6,640,834·446	3,425	9,605,745·487	6,783,187·122

Inclosure 3.

(No. 3.)—RETURN showing the Percentage of the Shipping and Tonnage of all Flags that passed through the Suez Canal during the years 1887, 1888, and 1889.

Flag.	1887.			1888.			1889.		
	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.
Great Britain ..	74.28	75.59	76.52	76.31	77.72	78.65	76.23	77.85	78.91
France ..	5.90	6.72	6.51	5.44	6.11	5.83	4.91	5.70	5.33
Germany ..	5.07	4.32	3.72	4.74	4.17	3.58	5.66	4.82	4.27
Holland ..	3.92	3.57	3.75	3.52	3.13	3.23	4.26	3.75	3.87
Italy ..	4.40	4.50	4.28	4.24	4.19	4.03	3.01	2.91	2.76
Austria-Hungary ..	2.61	2.34	2.39	1.69	1.84	1.85	1.58	1.76	1.72
Spain ..	0.83	1.10	1.09	0.76	0.95	0.96	0.96	1.06	1.06
Norway ..	0.89	0.58	0.60	1.13	0.72	0.74	1.40	0.94	0.98
Russia ..	0.70	0.69	0.58	0.46	0.48	0.42	0.67	0.60	0.50
Turkey ..	0.61	0.27	0.28	0.84	0.34	0.34	0.64	0.38	0.38
Egypt ..	0.16	0.04	0.04	0.29	0.08	0.07	0.23	0.07	0.07
Japan ..	0.06	0.05	0.05	0.09	0.09	0.09	0.09	0.06	0.06
Belgium ..	0.03	0.01	0.01	0.03	0.02	0.01	0.06	0.03	0.03
America ..	0.10	0.03	0.02	0.03	0.01	0.01	0.15	0.04	0.03
China ..	0.22	0.12	0.10	0.17	0.06	0.05	0.03	0.01	0.01
Denmark ..	..	..	..	0.03	0.01	0.01	0.03	0.01	0.01
Portugal ..	0.22	0.07	0.06	0.20	0.05	0.05	0.09	0.01	0.01
Hawaii ..	..	..	..	0.03	0.03	0.03	..	..	..
	100	100	100	100	100	100	100	100	100

Inclosure 4.

(No. 4.)—RETURN of Shipping and Tonnage that passed through the Suez Canal during the year 1889, arranged under their respective Flags and Categories.

Flag.	Merchant Vessels.		Mail Steamers.		War Ships and Transports.		Government-chartered Vessels.		Vessels in Ballast.		Totals.	
	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Great Britain }	2,390	4,510,811.360	255	743,003.010	58	90,444.670	...	...	8	8,627.240	2,611	5,352,886.280
France ...	40	59,752.420	100	238,121.980	20	40,705.332	8	23,233.080	...	...	168	361,812.812
Germany ...	133	184,834.860	51	101,021.800	10	3,411.580	...	...	...	...	194	289,268.240
Holland ...	24	33,421.340	122	239,038.700	...	...	...	...	...	...	146	262,460.040
Italy ...	7	11,408.060	34	93,388.630	19	8,086.760	43	74,171.840	...	...	108	187,055.290
Austria-Hungary }	9	13,840.020	43	101,752.380	2	1,175.600	...	...	...	...	54	116,568.000
Spain ...	6	2,661.410	27	69,057.540	...	...	...	...	...	...	33	71,718.960
Norway ...	48	66,138.570	...	...	...	...	...	...	...	...	48	66,138.570
Russia ...	3	2,509.790	13	24,898.540	7	6,820.790	...	...	...	...	23	34,229.120
Turkey ...	6	5,477.110	...	...	4	3,753.150	12	16,685.810	...	...	22	25,916.070
Egypt ...	4	2,658.650	...	...	1	279.170	...	...	3	1,487.260	8	4,425.080
Japan ...	3	4,063.644	...	...	...	...	...	...	...	...	3	4,063.644
Belgium ...	2	2,080.580	...	...	...	...	...	...	...	...	2	2,080.580
America ...	1	152.670	...	...	4	1,756.720	...	...	...	...	5	1,909.390
China ...	1	1,007.780	...	...	...	...	...	...	...	...	1	1,007.780
Denmark ...	1	846.690	...	...	...	...	...	...	...	...	1	846.690
Portugal ...	...	...	...	...	3	800.590	...	...	...	...	3	800.590
Totals ...	2,578	4,901,464.950	645	1,600,282.580	128	157,284.362	63	114,090.730	11	10,114.500	8,425	6,783,187.122

Inclosure 5.

(No. 5.)—YEARLY RETURN of Shipping and Tonnage that passed through the Suez Canal from its opening until the year 1889, together with the Transit Receipts.

Year.	Number of Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Mean Net Tonnage per Vessel.
				Fr. c.	
1869 ..	10	10,557·61	6,576·00	54,460 80	657
1870 ..	486	654,915·02	436,609·37	5,159,327 22	898
1871 ..	765	1,142,200·46	761,467·05	8,993,732 87	995
1872 ..	1,082	1,744,481·32	1,160,743·54	16,407,591 42	1,071
1873 ..	1,173	2,085,072·61	1,367,767·82	22,897,319 18	1,166
1874 ..	1,264	2,423,672·22	1,631,650·14	24,859,383 00	1,290
1875 ..	1,494	2,940,708·45	2,009,984·09	28,886,302 27	1,345
1876 ..	1,457	3,072,107·01	2,096,771·61	29,974,998 74	1,439
1877 ..	1,663	3,418,949·72	2,355,447·69	32,774,344 22	1,416
1878 ..	1,593	3,291,535·38	2,269,678·31	31,098,229 18	1,425
1879 ..	1,477	3,236,942·32	2,263,332·19	29,686,060 81	1,532
1880 ..	2,026	4,344,519·89	3,057,421·88	39,840,487 64	1,509
1881 ..	2,727	5,794,491·19	4,136,779·77	51,274,352 95	1,517
1882 ..	3,198	7,122,125·68	5,074,808·88	60,545,882 08	1,586
1883 ..	3,307	8,051,307·30	5,775,861·79	65,847,812 16	1,746
1884 ..	3,284	8,319,967·36	5,871,500·92	62,378,115 54	1,787
1885 ..	3,624	8,985,411·80	6,335,752·98	62,207,439 21	1,748
1886 ..	3,100	8,183,313·15	5,767,655·84	56,527,390 58	1,860
1887 ..	3,137	8,430,043·20	5,903,024·09	57,862,370 71	1,881
1888 ..	3,440	9,437,957·32	6,640,834·44	64,832,273 20	1,930
1889 ..	3,425	9,605,745·48	6,783,187·12	66,167,579·14	1,951

Inclosure 6.

(No. 6.)—MONTHLY RETURN of Vessels that passed through the Suez Canal in 1889, giving their Mean Duration of Passage of such as navigated by Night, as compared with those navigating by Day only.

Month.	Mean Duration of Passage.					
	For Vessels navigating by Night as well as by Day.		For Vessels navigating by Day only.		For all Vessels.	
	Number of Vessels.	Duration.	Number of Vessels.	Duration.	Total Number of Vessels.	Duration.
		Hrs. m.		Hrs. m.		Hrs. m.
January ..	206	22 55	106	42 10	312	29 28
February ..	190	22 55	121	41 34	311	30 10
March ..	220	24 53	121	42 39	341	31 11
April ..	239	24 28	114	37 50	353	28 47
May ..	193	21 3	93	31 27	286	24 26
June ..	194	21 45	93	31 56	287	25 30
July ..	199	20 2	71	32 35	270	23 20
August..	188	21 17	64	34 6	252	24 10
September ..	192	20 45	43	32 30	235	22 54
October ..	207	25 35	61	38 38	268	28 41
November ..	205	21 15	37	38 20	242	23 52
December ..	224	22 58	44	38 33	268	25 31
Totals, and total mean duration	2,457	22 32	968	37 26	3,425	26 44

SUEZ CANAL.

RETURNS of Shipping and Tonnage: 1887, 1888,
and 1889.

[In continuation of "Commercial No. 13: 1889."]

*Presented to both Houses of Parliament by Com-
mand of Her Majesty. March 1890.*

LONDON:

PRINTED BY HARRISON AND SONS.

SHIPS (UNITED KINGDOM).

RETURN to an Order of the Honourable The House of Commons,
dated 28 February 1890;—*for*,

RETURN “ of Ships arriving at Ports in the United Kingdom from Foreign
Ports in the Years 1888 and 1889 with Live Cattle on Board, showing the
Names of the Vessels, Ports of Departure, and the Loss of Human and
Animal Life from such Vessels.”

318. ✚ SHIPS (UNITED KINGDOM).

Mem.—

It is requested that these pages may be substituted for those previously
circulated.

February 1891.

(*Mr. Howard Vincent.*)

Ordered, by The House of Commons, to be Printed,
23 July 1890

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LIST of PORTS from which Returns of Ships arriving in 1888-89 with Live Cattle
on Board, have been sent.

LONDON.	GRIMSBY.	NEWCASTLE.
ABERDEEN.	HARWICH.	PLYMOUTH.
BRISTOL.	HULL.	PORTSMOUTH.
FALMOUTH.	LEITH.	SOUTHAMPTON.
GLASGOW.	LIVERPOOL.	WEYMOUTH.

CARNARVON.	BELFAST.
GRANGEMOUTH	
SKIBBEREEN.	STORNOWAY.

RETURN of Ships arriving at Ports in the United Kingdom from Foreign Ports in the Year 1888 and 1889 with Live Cattle on Board, showing the Names of the Vessels, Ports of Departure, and the Loss of Human and Animal Life from such Vessels.

PORT OF LONDON.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
1 January	Ella	Rotterdam	nil	nil.	
2 "	Grebe	Harlingen	"	"	
2 "	Bele	Gothenburg	"	"	
2 "	Tern	Rotterdam	"	"	
2 "	Borderer	Boston	"	"	
4 "	Persian Monarch	New York	"	6	
4 "	Batavier	Rotterdam	"	nil.	
4 "	Benbow	ditto	"	"	
4 "	Winsloe	ditto	"	"	
4 "	Starling	Amsterdam	"	"	
5 "	Holland	New York	"	3	
5 "	Galicia	Carril	"	nil.	
6 "	Widgeon	Harlingen	"	"	
7 "	Swansea	Baltimore	"	1	
9 "	Ella	Rotterdam	"	nil.	
9 "	Ystroom	Amsterdam	"	"	
9 "	Tower Hill	New York	"	2	
9 "	Gannet	Amsterdam	"	nil.	
9 "	Tern	Rotterdam	"	"	
9 "	Grebe	Harlingen	"	"	
9 "	Erin	New York	"	"	
9 "	British Queen	Boston	"	14	
9 "	Thorsten	Gothenburg	"	nil.	
13 "	Starling	Harlingen	"	"	
13 "	Widgeon	Rotterdam	"	"	
13 "	Winsloe	ditto	"	"	
13 "	Batavier	ditto	"	"	
13 "	Rainbow	Amsterdam	"	"	
13 "	Minerva	Flushing	"	"	
13 "	London	Vigo	"	"	
14 "	Martello	New York	"	25	
14 "	City of Oporto	Oporto	"	nil.	
16 "	Bele	Gothenburg	"	"	
16 "	Grebe	Harlingen	"	"	
16 "	Tern	Rotterdam	"	"	
16 "	Ystroom	Amsterdam	"	"	
16 "	Canada	New York	"	12	
18 "	Batavier	Rotterdam	"	nil.	
18 "	Rainbow	ditto	"	"	
18 "	Amstelstroom	Amsterdam	"	"	
18 "	Starling	ditto	"	"	
18 "	Ella	Rotterdam	"	"	
19 "	Buffalo	New York	"	18	
20 "	Lisbon	Vigo	"	nil.	
20 "	Widgeon	Harlingen	"	"	
20 "	Petrel	Oporto	"	"	
23 "	Winsloe	Rotterdam	"	"	
23 "	Ystroom	Amsterdam	"	"	
23 "	Grebe	Harlingen	"	"	
23 "	Benbow	Rotterdam	"	"	
23 "	Thorsten	Gothenburg	"	"	
25 "	Batavier	Rotterdam	"	"	
25 "	Rainbow	Amsterdam	"	"	
25 "	Starling	Rotterdam	"	"	
25 "	France	New York	"	5	
25 "	Amstelstroom	Amsterdam	"	nil.	
25 "	Ella	Rotterdam	"	"	
26 "	Elbe	Corunna	"	"	
26 "	Colorado	New York	"	71	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
27 January	City of Cork	Oporto	nil	nil.	
30 "	Winsloe	Rotterdam	"	"	
30 "	Maasstroon	Amsterdam	"	"	
30 "	Greece	New York	"	33	
30 "	Grebe	Harlingen	"	nil.	
30 "	Ludgate Hill	New York	"	14	
30 "	Benbow	Rotterdam	"	nil.	
30 "	Bele	Gothenburg	"	"	
30 "	Egyptian Monarch	New York	"	2	
31 "	Minerva	Flushing	"	nil.	
1 February	Malaga	Cadiz	"	"	
1 "	Batavier	Rotterdam	"	"	
1 "	Amstelstroom	Amsterdam	"	"	
1 "	Ella	Rotterdam	"	"	
1 "	Starling	ditto	"	"	
1 "	Redstart	Amsterdam	"	"	
2 "	Widgeon	Harlingen	"	"	
3 "	City of Oporto	Oporto	"	"	
3 "	Santiago	New York	"	6	
6 "	Maasstroon	Amsterdam	"	nil.	
6 "	Holland	Rotterdam	"	"	
6 "	Winsloe	ditto	"	"	
6 "	Stockholm City	Boston	"	"	
6 "	Benbow	Rotterdam	"	"	
6 "	Grebe	Harlingen	"	"	
6 "	Denmark	New York	"	2	
6 "	Teal	Amsterdam	"	nil.	
6 "	Thorsten	Gothenburg	"	"	
8 "	Starling	Rotterdam	"	"	
8 "	Batavier	ditto	"	"	
8 "	Ella	ditto	"	"	
8 "	Amstelstroom	Amsterdam	"	"	
8 "	Egret	ditto	"	"	
9 "	Widgeon	Harlingen	"	"	
9 "	Petrel	Oporto	"	"	
9 "	Maryland	Baltimore	"	"	
9 "	Gibraltar	Cadiz	"	"	
7 "	Minerva	Flushing	"	"	
10 "	Richmond Hill	New York	"	5	
13 "	Maasstroon	Amsterdam	"	nil.	
13 "	Winsloe	Rotterdam	"	"	
13 "	Grebe	Harlingen	"	"	
12 "	Galileo	New York	"	16	
13 "	Benbow	Rotterdam	"	nil.	
13 "	Bele	Gothenburg	"	"	
13 "	Stork	Amsterdam	"	"	
14 "	Galicia	Cadiz	"	"	
15 "	Helvetia	New York	"	3	
15 "	Teal	Rotterdam	"	nil.	
15 "	City of Cork	Oporto	"	"	
15 "	Batavier	Rotterdam	"	"	
15 "	Ella	ditto	"	"	
15 "	Starling	Amsterdam	"	"	
15 "	Amstelstroom	Amsterdam	"	"	
14 "	Minerva	Flushing	"	"	
16 "	Widgeon	Harlingen	"	"	
20 "	Holland	Rotterdam	"	"	
20 "	Lydian Monarch	New York	"	"	
20 "	Milanese	Boston	"	"	
20 "	Benbow	Rotterdam	"	"	
20 "	Grebe	Harlingen	"	"	
20 "	Thorsten	Gothenburg	"	"	
21 "	Curlew	Amsterdam	"	"	
21 "	Minerva	Flushing	"	"	
22 "	Teal	Rotterdam	"	"	
22 "	Batavier	ditto	"	"	
22 "	Ella	ditto	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived.)	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
22 February	Amstelstroom -	Amsterdam -	nil.	nil.	
23 "	Alford -	- ditto -	"	"	
24 "	Starling -	Harlingen -	"	"	
24 "	London -	Cadiz -	"	"	
25 "	City of Oporto -	Oporto -	"	"	
27 "	Ella -	Rotterdam -	"	"	
27 "	Maasstroom -	Amsterdam -	"	"	
27 "	Holland -	Rotterdam -	"	"	
27 "	Curlew -	Amsterdam -	"	"	
27 "	Grebe -	Harlingen -	"	"	
27 "	Persian Monarch -	New York -	"	"	
27 "	Montana -	Baltimore -	"	3	
27 "	Bele -	Gothenburg -	"	nil.	
27 "	Teal -	Rotterdam -	"	"	
29 "	Minerva -	Flushing -	"	"	
28 "	Batavier -	Rotterdam -	"	"	
29 "	Tern -	- ditto -	"	"	
29 "	Amstelstroom -	Amsterdam -	"	"	
1 March	Starling -	Harlingen -	"	"	
2 "	Buffalo -	New York -	"	"	
2 "	Erin -	- ditto -	"	"	
2 "	Petrel -	Oporto -	"	"	
5 "	Maasstroom -	Amsterdam -	"	"	
5 "	Ella -	Rotterdam -	"	"	
5 "	Alford -	- ditto -	"	"	
5 "	Teal -	Harlingen -	"	"	
5 "	Grebe -	Rotterdam -	"	"	
5 "	Thorsten -	Gothenburg -	"	"	
5 "	Martello -	New York -	"	56	
7 "	Batavier -	Rotterdam -	"	nil	
7 "	Surrey -	Baltimore -	"	1	
7 "	City of Cork -	Oporto -	"	nil.	
7 "	Cadiz -	Carril -	"	"	
7 "	Benbow -	Rotterdam -	"	"	
8 "	Curlew -	Amsterdam -	"	"	
8 "	Amstelstroom -	- ditto -	"	"	
8 "	Maine -	Baltimore -	"	"	
9 "	Starling -	Harlingen -	"	"	
10 "	Canada -	New York -	"	"	
12 "	Maasstroom -	Amsterdam -	"	"	
12 "	Teal -	- ditto -	"	"	
12 "	Holland -	Rotterdam -	"	"	
12 "	Taurus -	Harlingen -	"	"	
12 "	Bele -	Gothenburg -	"	"	
12 "	Grebe -	Rotterdam -	"	"	
13 "	Ella -	- ditto -	"	"	
14 "	City of Oporto -	Oporto -	"	"	
14 "	Batavier -	Rotterdam -	"	"	
14 "	Benbow -	- ditto -	"	"	
14 "	Amstelstroom -	Amsterdam -	"	"	
14 "	Curlew -	- ditto -	"	"	
15 "	Malaga -	Vigo -	"	"	
15 "	Starling -	Harlingen -	"	"	
15 "	Minerva -	Flushing -	"	"	
15 "	Santiago -	New York -	"	1	
16 "	Greece -	- ditto -	"	nil.	
17 "	Minnesota -	Baltimore -	"	"	
19 "	Ella -	Rotterdam -	"	"	
19 "	Condor -	Amsterdam -	"	"	
19 "	Maasstroom -	- ditto -	"	"	
19 "	Holland -	Rotterdam -	"	"	
19 "	Tern -	- ditto -	"	"	
19 "	Grebe -	Harlingen -	"	"	
19 "	Egyptian Monarch -	New York -	"	"	
21 "	Thorsten -	Gothenburg -	"	"	
21 "	Teal -	Rotterdam -	"	"	
21 "	Winslow -	- ditto -	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
21 March	Batavier	Rotterdam	nil	nil.	
21 "	Amstelstroom	Amsterdam	"	"	
21 "	Minerva	Flushing	"	"	
23 "	Gibraltar	Vigo	"	"	
23 "	Colorado	New York	"	"	
26 "	Ella	Rotterdam	"	nil.	
26 "	Maasstroom	Amsterdam	"	"	
26 "	Ystroom	Rotterdam	"	"	
26 "	Grebe	Harlingen	"	"	
26 "	Cameo	Christiania	"	"	
26 "	Condor	Amsterdam	"	"	
26 "	Tern	Rotterdam	"	"	
26 "	Richmond Hill	New York	"	"	
27 "	Mercurius	Flushing	"	"	
27 "	Galicia	Carril	"	"	
28 "	Winsloe	Rotterdam	"	"	
28 "	Batavier	ditto	"	"	
28 "	Amstelstroom	Amsterdam	"	"	
28 "	Taurus	Rotterdam	"	"	
28 "	Egret	Amsterdam	"	"	
29 "	Teal	Harlingen	"	"	
29 "	Petrel	Oporto	"	"	
2 April	Tern	Rotterdam	"	"	
3 "	Maasstroom	ditto	"	"	
3 "	Ystroom	Amsterdam	"	"	
3 "	Bele	Gothenburg	"	"	
3 "	Denmark	New York	"	"	
3 "	Cormorant	Harlingen	"	"	
3 "	Condor	Amsterdam	"	"	
4 "	Batavier	Rotterdam	"	"	
4 "	Taurus	ditto	"	"	
4 "	Amstelstroom	Amsterdam	"	"	
4 "	Egret	ditto	"	"	
5 "	Winsloe	Rotterdam	"	"	
5 "	London	Carril	"	"	
5 "	Teal	Harlingen	"	"	
6 "	Helvetia	New York	"	"	
6 "	Lydian Monarch	ditto	"	"	
8 "	Maryland	Baltimore	"	"	
9 "	Ella	Rotterdam	"	"	
9 "	Cameo	Christiania	"	"	
9 "	Ystroom	Amsterdam	"	"	
9 "	City of Cork	Oporto	"	"	
9 "	Grebe	Harlingen	"	"	
9 "	Condor	Amsterdam	"	"	
9 "	Cygnat	Rotterdam	"	"	
9 "	Thorsten	Gothenburg	"	"	
11 "	Winsloe	Rotterdam	"	"	
11 "	Batavier	ditto	"	"	
11 "	Egret	Amsterdam	"	"	
11 "	Amstelstroom	ditto	"	"	
11 "	Otranto	New York	"	"	
12 "	Lisbon	Vigo	"	"	
12 "	Cormorant	Harlingen	"	"	
12 "	France	New York	"	"	
13 "	City of Oporto	Oporto	"	"	
14 "	Persian Monarch	New York	"	"	
14 "	Tower Hill	ditto	"	"	
16 "	Ella	Rotterdam	"	"	
16 "	Ystroom	Amsterdam	"	"	
16 "	Maasstroom	Rotterdam	"	"	
16 "	Albano	Christiania	"	"	
16 "	Grebe	Harlingen	"	"	
16 "	Plover	Rotterdam	"	"	
16 "	Condor	Amsterdam	"	"	
16 "	Albert Edward	Gothenburg	"	"	
18 "	Starling	Oporto	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
18 April -	Batavier -	Rotterdam -	nil	nil.	
18 " -	British Queen -	Boston -	"	1	
13 " -	Cadiz -	Carril -	"	nil.	
18 " -	Teal -	Rotterdam -	"	"	
18 " -	Mercurius -	Flushing -	"	"	
18 " -	Winsloe -	Rotterdam -	"	"	
18 " -	Amstelstroom -	Amsterdam -	"	"	
18 " -	Egret -	- ditto -	"	"	
20 " -	Cormorant -	Harlingen -	"	"	
20 " -	Holland -	New York -	"	2	
21 " -	Montana -	Baltimore -	"	nil.	
21 " -	Avena -	Uddevalla -	"	"	
23 " -	Ella -	Rotterdam -	"	"	
23 " -	Martello -	New York -	"	"	
23 " -	Maasstroom -	Rotterdam -	"	"	
23 " -	Ystroom -	Amsterdam -	"	"	
23 " -	Cameo -	Christiania -	"	"	
23 " -	Thorsten -	Gothenburg -	"	"	
23 " -	Grebe -	Harlingen -	"	"	
23 " -	Condor -	Amsterdam -	"	"	
25 " -	Teal -	Rotterdam -	"	"	
25 " -	Winsloe -	- ditto -	"	"	
25 " -	Batavier -	- ditto -	"	"	
25 " -	Minerva -	Flushing -	"	"	
25 " -	Egret -	Amsterdam -	"	"	
25 " -	Amstelstroom -	- ditto -	"	"	
26 " -	Malaga -	Vigo -	"	"	
26 " -	Starling -	Harlingen -	"	"	
27 " -	Ludgate Hill -	New York -	"	4	
30 " -	Ella -	Rotterdam -	"	nil.	
30 " -	Cygnat -	- ditto -	"	"	
30 " -	Maasstroom -	- ditto -	"	"	
30 " -	Ystroom -	Amsterdam -	"	"	
30 " -	Erin -	New York -	"	1	
30 " -	Benbow -	Amsterdam -	"	nil.	
30 " -	Grebe -	Harlingen -	"	"	
30 " -	Bele -	Gothenburg -	"	"	
1 May -	Teal -	Rotterdam -	"	"	
2 " -	Batavier -	- ditto -	"	"	
2 " -	Winsloe -	- ditto -	"	"	
3 " -	Amstelstroom -	Amsterdam -	"	"	
3 " -	Egret -	- ditto -	"	"	
3 " -	Maine -	Baltimore -	"	"	
4 " -	Chicago -	New York -	"	"	
4 " -	Starling -	Harlingen -	"	"	
4 " -	Avena -	Uddevalla -	"	"	
4 " -	Canada -	New York -	"	"	
5 " -	Marengo -	- ditto -	"	4	
5 " -	Sussex -	- ditto -	"	nil.	
5 " -	Pomeranian -	- ditto -	"	"	
7 " -	Ystroom -	Amsterdam -	"	"	
7 " -	Cygnat -	Rotterdam -	"	"	
7 " -	Maasstroom -	- ditto -	"	"	
7 " -	Ella -	- ditto -	"	"	
7 " -	Widgeon -	- ditto -	"	"	
7 " -	Granton -	Amsterdam -	"	"	
7 " -	Albert Edward -	Gothenburg -	"	1	
8 " -	Galicia -	Carril -	"	nil.	
8 " -	Santiago -	New York -	"	"	
9 " -	Batavier -	Rotterdam -	"	"	
9 " -	Winsloe -	- ditto -	"	"	
9 " -	Mercurius -	Flushing -	"	"	
9 " -	Benbow -	Amsterdam -	"	"	
9 " -	Amstelstroom -	- ditto -	"	"	
10 " -	Cormorant -	Oporto -	"	"	
10 " -	Taurus -	Harlingen -	"	"	
10 " -	Montauk -	New York -	"	4	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
11 May	Michigan	Baltimore	nil	14	
14 "	Ella	Rotterdam	"	nil.	
14 "	Ystroom	Amsterdam	"	"	
14 "	Starling	Harlingen	"	"	
14 "	Condor	Amsterdam	"	"	
14 "	Greece	New York	"	"	
14 "	Bele	Gothenburg	"	"	
15 "	City of Lincoln	New Orleans	"	6	
15 "	Colorado	New York	"	nil.	
16 "	Richmond Hill	- ditto -	"	2	
16 "	Batavier	Rotterdam	"	nil.	
16 "	Winsloe	- ditto -	"	"	
16 "	Widgeon	- ditto -	"	"	
16 "	Teal	Amsterdam	"	"	
16 "	Amstelstroom	- ditto -	"	"	
16 "	City of Cork	Oporto	"	"	
16 "	Jan Breydel	New York	"	"	
17 "	London	Vigo	"	"	
17 "	Taurus	Harlingen	"	"	
19 "	Stockholm City	Boston	"	"	
19 "	Lydian Monarch	New York	"	2	
19 "	Sitona	Uddevalla	"	nil.	
22 "	Maasstream	Rotterdam	"	"	
22 "	Ystroom	Amsterdam	"	"	
22 "	Ella	Rotterdam	"	"	
22 "	Cygnat	Amsterdam	"	"	
22 "	Starling	Harlingen	"	"	
22 "	Minnesota	Baltimore	"	"	
22 "	Thorsten	Gothenburg	"	"	
22 "	Denmark	New York	"	"	
22 "	City of Oporto	Oporto	"	"	
22 "	Batavier	Rotterdam	"	"	
23 "	Benbow	- ditto -	"	"	
23 "	Teal	Amsterdam	"	"	
23 "	Lisbon	Vigo	"	"	
23 "	Amstelstroom	Amsterdam	"	"	
23 "	Widgeon	Harlingen	"	"	
24 "	Nestorian	Montreal	"	"	
26 "	Winsloe	Rotterdam	"	"	
26 "	Galileo	New York	"	2	
28 "	Ella	Rotterdam	"	nil.	
28 "	Maasstream	- ditto -	"	"	
28 "	Ystroom	Amsterdam	"	"	
28 "	Borderer	Boston	"	1	
28 "	Starling	Harlingen	"	nil.	
28 "	Merlin	Amsterdam	"	"	
28 "	Bele	Gothenburg	"	"	
29 "	Helvetia	New York	1	4	Stowaway suffocated (supposed).
29 "	Buffalo	- ditto -	nil.	2	
29 "	Critic	- ditto -	"	2	
30 "	Widgeon	Rotterdam	"	nil.	
30 "	Winsloe	- ditto -	"	"	
30 "	Batavier	- ditto -	"	"	
30 "	Cormorant	Oporto	"	"	
30 "	Teal	Amsterdam	"	"	
30 "	Amstelstroom	- ditto -	"	"	
31 "	Cadiz	Vigo	"	"	
31 "	Dracona	Montreal	"	3	
31 "	Fremona	- ditto -	"	nil.	
1 June	Grebe	Harlingen	"	"	
1 "	Assyrian	Montreal	"	"	
4 "	Ella	Rotterdam	"	"	
4 "	Maasstream	- ditto -	"	"	
4 "	Ystroom	Amsterdam	"	"	
4 "	Maryland	Baltimore	"	"	
4 "	Starling	Harlingen	"	"	
4 "	Merlin	Amsterdam	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
4 June -	Plover -	Rotterdam -	nil	nil.	
4 " -	Thorsteu -	Gothenburg -	"	"	
4 " -	France -	New York -	"	"	
6 " -	Winsloe -	Rotterdam -	"	"	
6 " -	Widgeon -	- ditto -	"	"	
6 " -	Holland -	- ditto -	"	"	
6 " -	City of Cork -	Oporto -	"	"	
6 " -	Amstelstroom -	Amsterdam -	"	"	
6 " -	Teal -	- ditto -	"	"	
6 " -	Malaga -	Vigo -	"	"	
8 " -	Grebe -	Harlingen -	"	"	
8 " -	British Queen -	Boston -	"	11	
8 " -	Tower Hill -	New York -	"	1	
11 " -	Ella -	Rotterdam -	"	nil.	
11 " -	Maasstroom -	- ditto -	"	"	
11 " -	Ystroom -	Amsterdam -	"	"	
11 " -	Merlin -	- ditto -	"	"	
11 " -	Starling -	Harlingen -	"	"	
11 " -	Benbow -	Rotterdam -	"	"	
11 " -	Bele -	Gothenburg -	"	"	
11 " -	Croma -	New York -	"	2	
11 " -	Martello -	- ditto -	"	nil.	
11 " -	Escalona -	Montreal -	"	1	
11 " -	Egyptian Monarch -	New York -	"	nil.	
11 " -	Holland -	- ditto -	"	2	
12 " -	Gibraltar -	Vigo -	"	nil.	
12 " -	Persian Monarch -	New York -	"	4	
13 " -	Winsloe -	Rotterdam -	"	nil.	
13 " -	Widgeon -	- ditto -	"	"	
13 " -	Batavier -	- ditto -	"	"	
13 " -	Grebe -	Amsterdam -	"	"	
13 " -	Amstelstroom -	- ditto -	"	"	
14 " -	Avlona -	Montreal -	"	1	
14 " -	Montana -	Baltimore -	"	nil.	
14 " -	City of Oporto -	Oporto -	"	"	
14 " -	Teal -	Harlingen -	"	"	
15 " -	Pomeranian -	Montreal -	"	"	
16 " -	Washington City -	- ditto -	"	5	
16 " -	Cremon -	- ditto -	"	nil.	
18 " -	Ella -	Rotterdam -	"	"	
18 " -	Ystroom -	Amsterdam -	"	"	
18 " -	Holland -	Rotterdam -	"	"	
18 " -	Merlin -	Amsterdam -	"	"	
18 " -	Thorsten -	Gothenburg -	"	"	
18 " -	Starling -	Harlingen -	"	"	
18 " -	Benbow -	Rotterdam -	"	"	
18 " -	Otranto -	New York -	"	1	
18 " -	Galicia -	Carril -	"	nil.	
19 " -	Marsala -	Newport News -	"	1	
20 " -	Erin -	New York -	"	nil.	
20 " -	Winsloe -	Rotterdam -	"	"	
20 " -	Batavier -	- ditto -	"	"	
20 " -	Widgeon -	- ditto -	"	"	
20 " -	Grebe -	Amsterdam -	"	"	
20 " -	Amstelstroom -	- ditto -	"	"	
21 " -	Nautilus -	Oporto -	"	"	
21 " -	Teal -	Harlingen -	"	"	
21 " -	Milanese -	Boston -	"	"	
21 " -	Ludgate Hill -	New York -	"	"	
25 " -	Ella -	Rotterdam -	"	"	
25 " -	Ystroom -	Amsterdam -	"	"	
25 " -	Holland -	Rotterdam -	"	"	
25 " -	Benbow -	- ditto -	"	"	
25 " -	Starling -	Harlingen -	"	"	
25 " -	Granton -	Amsterdam -	"	"	
25 " -	Bele -	Gothenburg -	"	"	
25 " -	Canada -	New York -	"	"	
26 " -	London -	Vigo -	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
27 June -	Widgeon -	Rotterdam	nil	nil.	
27 " -	Gothenburg City -	Montreal	"	2	
27 " -	Batavier -	Rotterdam	"	nil.	
27 " -	Winsloe -	- ditto -	"	"	
27 " -	Maine -	Baltimore	"	"	
28 " -	Grebe -	Amsterdam	"	"	
28 " -	Amstelstroom -	- ditto -	"	"	
28 " -	City of Cork -	Oporto -	"	"	
28 " -	Teal -	Harlingen	"	"	
2 July -	Ella -	Rotterdam	"	"	
2 " -	Holland -	- ditto -	"	"	
2 " -	Ystroom -	Amsterdam	"	"	
2 " -	Benbow -	Rotterdam	"	"	
2 " -	Cameo -	Christiania	"	"	
2 " -	Greece -	New York	"	"	
2 " -	Granton -	Amsterdam	"	"	
2 " -	Thorstan -	Gothenburg	"	"	
2 " -	Starling -	Harlingen	"	"	
2 " -	Barcelona -	Montreal	"	3	
3 " -	Lisbon -	Vigo	"	nil.	
4 " -	Widgeon -	Rotterdam	"	"	
4 " -	City of Oporto -	Oporto -	"	"	
5 " -	Amstelstroom -	Amsterdam	"	"	
5 " -	Winsloe -	Rotterdam	"	"	
5 " -	Batavier -	- ditto -	"	"	
5 " -	Grebe -	Amsterdam	"	"	
5 " -	Teal -	Harlingen	"	"	
6 " -	Nestorian -	Montreal	"	3	
6 " -	Michigan -	Baltimore	"	nil.	
7 " -	Lydian Monarch -	New York	"	"	
9 " -	Benbow -	Rotterdam	"	"	
9 " -	Ystroom -	Amsterdam	"	"	
9 " -	Ella -	Rotterdam	"	"	
9 " -	Holland -	- ditto -	"	"	
9 " -	Cygnat -	Amsterdam	"	"	
9 " -	Starling -	Harlingen	"	"	
9 " -	Bele -	Gothenburg	"	"	
9 " -	Stockholm City -	Boston	"	"	
9 " -	Denmark -	New York	"	4	
9 " -	Cadiz -	Vigo -	"	nil.	
9 " -	Dithmarschen -	Tonning	"	"	
10 " -	Albatross -	Bremen -	"	1	
11 " -	Widgeon -	Rotterdam	"	nil.	
11 " -	Batavier -	- ditto -	"	"	
11 " -	Grebe -	Amsterdam	"	"	
11 " -	Amstelstroom -	- ditto -	"	"	
11 " -	Winsloe -	Rotterdam	"	"	
12 " -	Assyrian -	Montreal	"	"	
12 " -	Teal -	Harlingen	"	"	
12 " -	Iris -	Oporto -	"	"	
12 " -	Galileo -	New York	"	"	
16 " -	Minnesota -	Baltimore	"	"	
16 " -	Ella -	Rotterdam	"	"	
16 " -	Helvetia -	New York	"	3	
16 " -	Granton -	Amsterdam	"	nil.	
16 " -	Holland -	Rotterdam	"	"	
16 " -	Ystroom -	Amsterdam	"	"	
19 " -	Starling -	Harlingen	"	"	
16 " -	Fremona -	Montreal	"	"	
16 " -	Plover -	Rotterdam	"	"	
16 " -	Borderer -	Boston -	"	1	
16 " -	City of Cork -	Oporto -	"	nil.	
17 " -	Malaga -	Vigo -	"	"	
18 " -	Winsloe -	Rotterdam	"	"	
18 " -	Widgeon -	- ditto -	"	"	
18 " -	Batavier -	- ditto -	"	"	
18 " -	Grebe -	Amsterdam	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
19 July	Teal	Rotterdam	nil	nil.	
19 "	Amstelstroom	Amsterdam	"	"	
21 "	Tower Hill	New York	"	20	
23 "	Ella	Rotterdam	"	nil.	
23 "	Holland	ditto	"	"	
23 "	Ystroom	Amsterdam	"	"	
23 "	Granton	ditto	"	"	
23 "	Plover	Rotterdam	"	"	
23 "	France	New York	"	4	
23 "	Starling	Harlingen	"	nil.	
23 "	Gibraltar	Vigo	"	"	
25 "	Winsloe	Rotterdam	"	"	
25 "	Widgeon	ditto	"	"	
25 "	Batavier	ditto	"	"	
25 "	Grebe	Amsterdam	"	"	
26 "	Amstelstroom	ditto	"	"	
26 "	Maryland	Baltimore	"	"	
26 "	City of Cork	Oporto	"	"	
26 "	Teal	Harlingen	"	"	
26 "	Martello	New York	"	3	
27 "	British Queen	Boston	"	2	
28 "	Egyptian Monarch	New York	"	nil.	
28 "	Cygnat	Tonning	"	"	
28 "	Schleswig	ditto	"	"	
30 "	Ella	Rotterdam	"	"	
30 "	Granton	Amsterdam	"	"	
30 "	Plover	Rotterdam	"	"	
30 "	Ystroom	Amsterdam	"	"	
30 "	Holland	Rotterdam	"	"	
30 "	Starling	Harlingen	"	"	
31 "	Holland	New York	"	1	
31 "	Galicia	Vigo	"	1	
31 "	Pomeranian	Montreal	"	nil.	
1 August	Winsloe	Rotterdam	"	"	
1 "	Widgeon	ditto	"	"	
1 "	Batavier	ditto	"	"	
1 "	Amstelstroom	Amsterdam	"	"	
2 "	Grebe	ditto	"	"	
2 "	Swan	Oporto	"	"	
2 "	Teal	Harlingen	"	"	
4 "	Sorrento	New York	"	"	
4 "	Cygnat	Tonning	"	"	
4 "	Schleswig	ditto	"	"	
4 "	Persian Monarch	New York	"	"	
7 "	Plover	Rotterdam	"	"	
7 "	Ella	ditto	"	"	
7 "	Ystroom	Amsterdam	"	"	
7 "	Holland	Rotterdam	"	"	
7 "	Granton	Amsterdam	"	"	
7 "	Starling	Harlingen	"	1	
7 "	Otranto	New York	"	nil.	
7 "	Erin	ditto	"	11	
7 "	Escalona	Montreal	"	nil.	
7 "	London	Vigo	"	"	
8 "	Montana	Baltimore	"	1	
8 "	Santiago	New York	"	3	
8 "	Widgeon	Rotterdam	"	nil.	
8 "	City of Oporto	Oporto	"	"	
8 "	Winsloe	Rotterdam	"	"	
8 "	Batavier	ditto	"	"	
8 "	Grebe	Amsterdam	"	"	
8 "	Amstelstroom	ditto	"	"	
9 "	Teal	Harlingen	"	"	
11 "	Pieter de Conevick	New York	"	2	
11 "	Cygnat	Tonning	"	nil.	
11 "	Schleswig	ditto	"	"	
13 "	Ella	Rotterdam	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
13 August	Canada	New York	nil	1	
13 "	Ystroom	Amsterdam	"	nil.	
13 "	Holland	Rotterdam	"	"	
13 "	Granton	Amsterdam	"	"	
13 "	Starling	Harlingen	"	"	
13 "	Plover	Rotterdam	"	"	
13 "	Ludgate Hill	New York	"	"	
13 "	Lisbon	Vigo	"	"	
14 "	Milanese	Boston	"	1	
15 "	Winsloe	Rotterdam	"	nil.	
15 "	Widgeon	- ditto -	"	"	
15 "	Batavier	- ditto -	"	"	
16 "	Colorado	New York	"	"	
16 "	Amstelstroom	Amsterdam	"	"	
16 "	Grebe	- ditto -	"	"	
16 "	Teal	Harlingen	"	"	
17 "	Maine	Baltimore	"	"	
18 "	Cygnat	Tonning	"	"	
18 "	Schleswig	- ditto -	"	"	
20 "	Ella	Rotterdam	"	"	
20 "	Greece	New York	"	6	
20 "	Granton	Amsterdam	"	nil.	
20 "	Holland	Rotterdam	"	"	
20 "	Ystroom	Amsterdam	"	"	
20 "	Plover	Rotterdam	"	"	
20 "	Starling	Harlingen	"	"	
20 "	Nestorian	Montreal	"	"	
20 "	Cadiz	Vigo	"	"	
22 "	Widgeon	Rotterdam	"	"	
22 "	Winsloe	- ditto -	"	"	
22 "	Batavier	- ditto -	"	"	
22 "	Grebe	Amsterdam	"	"	
23 "	Amstelstroom	- ditto -	"	"	
23 "	Redstart	Oporto	"	"	
23 "	Teal	Harlingen	"	"	
23 "	Lydian Monarch	New York	"	4	
26 "	Cygnat	Tonning	"	nil.	
25 "	Dithmarschen	- ditto -	"	"	
25 "	Schleswig	- ditto -	"	"	
27 "	Ella	Rotterdam	"	"	
27 "	Ystroom	Amsterdam	"	"	
27 "	Granton	- ditto -	"	"	
27 "	Stockholm City	Boston	"	1	
27 "	Holland	Rotterdam	"	nil.	
27 "	Plover	- ditto -	"	"	
27 "	Starling	Harlingen	"	"	
27 "	Fremona	Montreal	"	1	
28 "	Gibraltar	Vigo	"	nil.	
28 "	Assyrian	Montreal	"	"	
29 "	Widgeon	Rotterdam	"	"	
29 "	Winsloe	- ditto -	"	"	
29 "	Batavier	- ditto -	"	"	
30 "	Amstelstroom	Amsterdam	"	"	
30 "	Denmark	New York	"	4	
30 "	Grebe	Amsterdam	"	nil.	
30 "	City of Oporto	Oporto	"	"	
30 "	Buffalo	New York	"	3	
31 "	Teal	Harlingen	"	nil.	
31 "	Borderer	Boston	"	2	
1 September	Cygnat	Tonning	"	nil.	
1 "	Tower Hill	New York	"	3	
3 "	Ella	Rotterdam	"	nil.	
3 "	Holland	- ditto -	"	"	
3 "	Ystroom	Amsterdam	"	"	
3 "	Helvetia	New York	"	6	
3 "	Starling	Harlingen	"	nil.	
3 "	Granton	Amsterdam	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
3 September	Iris - - -	Rotterdam - -	nil	nil.	
3 "	Schleswig - - -	Tonning - - -	"	"	
3 "	Dithmarschen - -	- ditto - - -	"	"	
4 "	Michigan - - -	Baltimore - - -	"	9	
5 "	Widgeon - - -	Rotterdam - - -	"	nil.	
5 "	Winsloe - - -	- ditto - - -	"	"	
5 "	Batavier - - -	- ditto - - -	"	"	
5 "	Grebe - - -	Amsterdam - -	"	"	
5 "	Amstelstroom - -	- ditto - - -	"	1	
6 "	Teal - - -	Harlingen - - -	"	nil.	
6 "	City of Cork - - -	Oporto - - -	"	"	
7 "	Cygnat - - -	Tonning - - -	"	"	
8 "	Egyptian Monarch -	New York - - -	"	1	
8 "	Schleswig - - -	Tonning - - -	"	nil.	
8 "	Martello - - -	New York - - -	"	4	
10 "	Ella - - -	Rotterdam - - -	"	nil.	
10 "	Minnesota - - -	Baltimore - - -	"	"	
10 "	Ystroom - - -	Amsterdam - -	"	"	
10 "	Holland - - -	Rotterdam - - -	"	"	
10 "	Iris - - -	- ditto - - -	"	"	
10 "	Starling - - -	Harlingen - - -	"	"	
10 "	Benbow - - -	Amsterdam - -	"	"	
11 "	Maastroom - - -	Rotterdam - - -	"	"	
12 "	London - - -	Vigo - - -	"	"	
12 "	Widgeon - - -	Rotterdam - - -	"	"	
12 "	Batavier - - -	- ditto - - -	"	"	
13 "	Winsloe - - -	- ditto - - -	"	"	
13 "	France - - -	New York - - -	"	2	
13 "	Granton - - -	Amsterdam - -	"	nil.	
13 "	Amstelstroom - -	- ditto - - -	"	"	
13 "	Redstart - - -	Oporto - - -	"	"	
13 "	Pomeranian - - -	Montreal - - -	"	"	
13 "	Teal - - -	Harlingen - - -	"	"	
15 "	Cygnat - - -	Tonning - - -	"	"	
17 "	Ella - - -	Rotterdam - - -	"	"	
17 "	Ystroom - - -	Amsterdam - -	"	"	
17 "	Starling - - -	- ditto - - -	"	"	
17 "	British Queen - -	Boston - - -	"	20	
17 "	Benbow - - -	Rotterdam - - -	"	nil.	
17 "	Holland - - -	- ditto - - -	"	"	
17 "	Grasbrook - - -	Montreal - - -	"	"	
17 "	Grebe - - -	Harlingen - - -	"	"	
17 "	Schleswig - - -	Tonning - - -	"	"	
17 "	Dithmarschen - -	- ditto - - -	"	"	
18 "	Maryland - - -	Baltimore - - -	"	"	
18 "	Lisbon - - -	Vigo - - -	"	"	
18 "	Holland - - -	New York - - -	"	45	
18 "	Persian Monarch -	- ditto - - -	"	nil.	
19 "	Taurus - - -	Rotterdam - - -	"	"	
19 "	City of Oporto - -	Oporto - - -	"	"	
19 "	Batavier - - -	Rotterdam - - -	"	"	
19 "	Granton - - -	Amsterdam - -	"	"	
19 "	Winsloe - - -	Rotterdam - - -	"	"	
19 "	Amstelstroom - -	Amsterdam - -	"	"	
20 "	Teal - - -	Harlingen - - -	"	"	
22 "	Cygnat - - -	Tonning - - -	"	"	
22 "	Thorsten - - -	Gothenburg - -	"	"	
24 "	Ella - - -	Rotterdam - - -	"	"	
24 "	Ystroom - - -	Amsterdam - -	"	"	
24 "	Holland - - -	Rotterdam - - -	"	"	
24 "	Benbow - - -	- ditto - - -	"	"	
24 "	Starling - - -	Amsterdam - -	"	"	
24 "	Grebe - - -	Harlingen - - -	"	"	
24 "	Dithmarschen - -	Tonning - - -	"	"	
24 "	Schleswig - - -	- ditto - - -	"	"	
25 "	Malaga - - -	Vigo - - -	"	"	
26 "	Erin - - -	New York - - -	"	12	
26 "	Widgeon - - -	Rotterdam - - -	"	nil.	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
26 September -	Winsloe - - -	Rotterdam - - -	nil	nil.	
26 " -	Batavier - - -	- ditto - - -	"	"	
26 " -	Granton - - -	Amsterdam - - -	"	"	
26 " -	Amstelstroom - - -	- ditto - - -	"	"	
27 " -	Ludgate Hill - - -	New York - - -	"	1	
27 " -	City of Cork - - -	Oporto - - -	"	nil.	
27 " -	Teal - - -	Harlingen - - -	"	"	
29 " -	Cygnat - - -	Tonning - - -	"	"	
29 " -	Avocet - - -	- ditto - - -	"	"	
29 " -	Schleswig - - -	- ditto - - -	"	"	
1 October -	Montana - - -	Baltimore - - -	"	1	
1 " -	Ella - - -	Rotterdam - - -	"	nil.	
1 " -	Ystroom - - -	Amsterdam - - -	"	"	
1 " -	Holland - - -	Rotterdam - - -	"	"	
1 " -	Grebe - - -	- ditto - - -	"	"	
1 " -	Starling - - -	Amsterdam - - -	"	"	
1 " -	Nestorian - - -	Montreal - - -	"	1	
1 " -	Taurus - - -	Harlingen - - -	"	nil.	
2 " -	Cadiz - - -	Vigo - - -	"	"	
3 " -	Widgeon - - -	Rotterdam - - -	"	"	
3 " -	Winsloe - - -	- ditto - - -	"	"	
3 " -	Batavier - - -	- ditto - - -	"	"	
3 " -	Canada - - -	New York - - -	"	3	
3 " -	Granton - - -	Amsterdam - - -	"	nil.	
3 " -	Amstelstroom - - -	- ditto - - -	"	"	
4 " -	Redstart - - -	Oporto - - -	"	"	
4 " -	Teal - - -	Harlingen - - -	"	"	
6 " -	Milanese - - -	Boston - - -	"	"	
6 " -	Cygnat - - -	Tonning - - -	"	"	
6 " -	Avocet - - -	- ditto - - -	"	"	
6 " -	Schleswig - - -	- ditto - - -	"	"	
8 " -	Ella - - -	Rotterdam - - -	"	1	
8 " -	Ystroom - - -	Amsterdam - - -	"	nil.	
8 " -	Holland - - -	Rotterdam - - -	"	"	
8 " -	Starling - - -	Amsterdam - - -	"	"	
8 " -	Taurus - - -	Harlingen - - -	"	"	
8 " -	Tern - - -	Rotterdam - - -	"	"	
9 " -	Greece - - -	New York - - -	"	3	
10 " -	Widgeon - - -	Rotterdam - - -	"	nil.	
10 " -	Assyrian - - -	Montreal - - -	"	"	
10 " -	Batavier - - -	Rotterdam - - -	"	"	
11 " -	Amstelstroom - - -	Amsterdam - - -	"	1	
11 " -	Winsloe - - -	Rotterdam - - -	"	nil.	
11 " -	Granton - - -	Amsterdam - - -	"	"	
11 " -	Gibraltar - - -	Vigo - - -	"	"	
11 " -	Teal - - -	Harlingen - - -	"	"	
12 " -	Fremona - - -	Montreal - - -	"	12	
12 " -	Maine - - -	Baltimore - - -	"	nil.	
12 " -	Nessmore - - -	- ditto - - -	"	"	
13 " -	Cygnat - - -	Tonning - - -	"	"	
13 " -	Avocet - - -	- ditto - - -	"	"	
15 " -	Ystroom - - -	Amsterdam - - -	"	"	
15 " -	Holland - - -	Rotterdam - - -	"	"	
15 " -	Benbow - - -	- ditto - - -	"	"	
15 " -	Bele - - -	Gothenburg - - -	"	"	
15 " -	Taurus - - -	Harlingen - - -	"	"	
15 " -	Starling - - -	Amsterdam - - -	"	"	
15 " -	Schleswig - - -	Tonning - - -	"	"	
15 " -	City of Oporto - - -	Oporto - - -	"	"	
17 " -	Galicia - - -	Carril - - -	"	"	
18 " -	Winsloe - - -	Rotterdam - - -	"	"	
18 " -	Widgeon - - -	- ditto - - -	"	"	
18 " -	Batavier - - -	- ditto - - -	"	"	
18 " -	Amstelstroom - - -	Amsterdam - - -	"	"	
18 " -	Granton - - -	- ditto - - -	"	"	
18 " -	Denmark - - -	New York - - -	"	6	
18 " -	Teal - - -	Harlingen - - -	"	nil.	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
19 October	Stockholm City	Boston	nil	13	
19 "	City of Cork	Oporto	"	nil.	
19 "	Borderer	Boston	"	"	
20 "	Cygnets	Tonning	"	"	
20 "	Avocet	- ditto	"	"	
22 "	Ystroom	Amsterdam	"	"	
22 "	Holland	Rotterdam	"	"	
22 "	Ella	- ditto	"	"	
22 "	Taurus	Harlingen	"	"	
22 "	Starling	Amsterdam	"	"	
22 "	Benbow	Rotterdam	"	"	
22 "	Cremon	Montreal	"	3	
23 "	Helvetia	New York	"	2	
23 "	Michigan	Baltimore	"	nil.	
23 "	London	Vigo	"	"	
25 "	Widgeon	Rotterdam	"	"	
25 "	Winsloe	- ditto	"	"	
25 "	Amstelstroom	Amsterdam	"	"	
25 "	Batavier	Rotterdam	"	"	
25 "	Granton	Amsterdam	"	"	
25 "	Cormorant	Oporto	"	"	
25 "	Teal	Harlingen	"	"	
26 "	Pomeranian	Montreal	"	1	
27 "	Cygnets	Tonning	"	nil.	
27 "	Schleswig	- ditto	"	"	
27 "	Avocet	- ditto	"	"	
29 "	Ella	Rotterdam	"	"	
29 "	Ystroom	Amsterdam	"	"	
29 "	Holland	Rotterdam	"	"	
29 "	Taurus	Harlingen	"	"	
29 "	Starling	Amsterdam	"	"	
29 "	Osprey	Rotterdam	"	"	
29 "	Tower Hill	New York	"	1	
30 "	France	- ditto	"	1	
30 "	Lisbon	Vigo	"	nil.	
30 "	Minnesota	Baltimore	"	"	
31 "	Teal	Rotterdam	"	"	
31 "	Batavier	- ditto	"	"	
31 "	Winsloe	- ditto	"	1	
31 "	Persian Monarch	New York	1	1	Passenger; con- sumption.
31 "	Granton	Amsterdam	nil	nil.	
1 November	Amstelstroom	- ditto	"	"	
1 "	Widgeon	Harlingen	"	"	
1 "	Gerona	Montreal	"	28	
3 "	Cygnets	Tonning	"	nil.	
5 "	Ella	Rotterdam	"	"	
5 "	Ystroom	Amsterdam	"	"	
5 "	Iris	- ditto	"	"	
5 "	Teal	Harlingen	"	"	
5 "	Holland	Rotterdam	"	"	
5 "	Osprey	- ditto	"	"	
5 "	Schleswig	Tonning	"	"	
6 "	Holland	New York	"	"	
6 "	Malaga	Vigo	"	"	
7 "	Batavier	Rotterdam	"	"	
7 "	Taurus	- ditto	"	"	
7 "	Winsloe	- ditto	"	"	
7 "	Granton	Amsterdam	"	"	
8 "	Amstelstroom	- ditto	"	"	
8 "	Widgeon	Harlingen	"	"	
10 "	Avocet	Tonning	"	"	
12 "	Ystroom	Amsterdam	"	"	
12 "	Holland	Rotterdam	"	"	
12 "	Erin	New York	"	"	
12 "	Ella	Rotterdam	"	7	
12 "	Ludgate Hill	New York	"	6	
12 "	Iris	Amsterdam	"	nil.	
12 "	Teal	Rotterdam	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
12 November -	Nestorian - -	Montreal - -	nil	nil.	
13 " -	Schleswig - -	Tonning - -	"	"	
13 " -	Cygnat - -	- ditto - -	"	"	
13 " -	Taurus - -	Harlingen - -	"	"	
14 " -	Batavier - -	Rotterdam - -	"	"	
14 " -	Cadiz - -	Vigo - -	"	"	
14 " -	Orion - -	Rotterdam - -	"	"	
14 " -	Amstelstroom - -	Amsterdam - -	"	"	
15 " -	Winsloe - -	Rotterdam - -	"	"	
15 " -	Granton - -	Amsterdam - -	"	"	
16 " -	Widgeon - -	Harlingen - -	"	"	
17 " -	Cygnat - -	Tonning - -	"	"	
17 " -	Avocet - -	- ditto - -	"	"	
17 " -	Montana - -	Baltimore - -	"	2	
19 " -	Ystroom - -	Amsterdam - -	"	nil.	
19 " -	Holland - -	Rotterdam - -	"	"	
19 " -	Taurus - -	Harlingen - -	"	"	
19 " -	Iris - -	Amsterdam - -	"	"	
19 " -	Alford - -	Rotterdam - -	"	"	
19 " -	Ella - -	- ditto - -	"	"	
19 " -	Schleswig - -	Tonning - -	"	"	
21 " -	Gibraltar - -	Vigo - -	"	"	
22 " -	Starling - -	Oporto - -	"	"	
22 " -	Batavier - -	Rotterdam - -	"	1	
22 " -	Widgeon - -	- ditto - -	"	nil.	
23 " -	Winsloe - -	- ditto - -	"	"	
23 " -	Taurus - -	Harlingen - -	"	"	
23 " -	Amstelstroom - -	Amsterdam - -	"	"	
23 " -	Granton - -	- ditto - -	"	"	
24 " -	Avocet - -	Tonning - -	"	"	
26 " -	Holland - -	Rotterdam - -	"	"	
26 " -	Cygnat - -	Tonning - -	"	"	
26 " -	Canada - -	New York - -	"	1	
26 " -	City of Oporto - -	Oporto - -	"	nil.	
26 " -	Alford - -	Rotterdam - -	"	"	
27 " -	Ystroom - -	Amsterdam - -	"	"	
27 " -	Iris - -	- ditto - -	"	"	
27 " -	London - -	Vigo - -	"	"	
27 " -	Teal - -	Harlingen - -	"	"	
28 " -	Ella - -	Rotterdam - -	"	"	
29 " -	Batavier - -	- ditto - -	"	"	
29 " -	Winsloe - -	- ditto - -	"	"	
29 " -	Widgeon - -	Amsterdam - -	"	"	
29 " -	Osprey - -	Rotterdam - -	"	"	
29 " -	Amstelstroom - -	Amsterdam - -	"	"	
29 " -	City of Cork - -	Oporto - -	"	"	
30 " -	Taurus - -	Harlingen - -	"	"	
1 December -	Fremona - -	Montreal - -	"	"	
3 " -	Ella - -	Rotterdam - -	"	"	
3 " -	Ystroom - -	Amsterdam - -	"	"	
3 " -	Holland - -	Rotterdam - -	"	"	
3 " -	Alford - -	- ditto - -	"	"	
3 " -	Iris - -	Amsterdam - -	"	"	
3 " -	Teal - -	Harlingen - -	"	"	
3 " -	Assyrian - -	Montreal - -	"	"	
4 " -	Lisbon - -	Vigo - -	"	"	
5 " -	Batavier - -	Rotterdam - -	"	"	
5 " -	Winsloe - -	- ditto - -	"	"	
5 " -	Taurus - -	- ditto - -	"	"	
5 " -	Widgeon - -	Amsterdam - -	"	"	
5 " -	Amstelstroom - -	- ditto - -	"	"	
7 " -	Starling - -	Harlingen - -	"	"	
10 " -	Alford - -	Rotterdam - -	"	"	
10 " -	Ystroom - -	Amsterdam - -	"	"	
10 " -	Ella - -	Rotterdam - -	"	"	
10 " -	Holland - -	- ditto - -	"	"	
10 " -	Iris - -	Amsterdam - -	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
10 December	Teal	Harlingen	nil	nil.	
11 "	Bele	Gothenburg	"	"	
12 "	Winsloe	Rotterdam	"	"	
12 "	Batavier	ditto	"	"	
12 "	Taurus	ditto	"	"	
12 "	Widgeon	Amsterdam	"	"	
12 "	Borderer	Boston	"	1	
13 "	Amstelstroom	Amsterdam	"	nil.	
14 "	Starling	Harlingen	"	"	
17 "	Holland	Rotterdam	"	"	
17 "	Iris	Amsterdam	"	"	
17 "	Granton	Vigo	"	"	
17 "	Alford	Rotterdam	"	"	
17 "	Ystroom	Amsterdam	"	"	
18 "	Tower Hill	New York	"	25	
19 "	Ella	Rotterdam	"	nil.	
19 "	Taurus	Harlingen	"	"	
19 "	Helvetia	New York	"	5	
19 "	British Queen	Boston	"	20	
19 "	City of Cork	Oporto	"	nil.	
20 "	Batavier	Rotterdam	"	"	
20 "	Malaga	Vigo	"	"	
22 "	Michigan	Baltimore	"	4	
24 "	Ystroom	Amsterdam	"	nil.	
24 "	France	New York	"	1	
24 "	Starling	Harlingen	"	nil.	
24 "	Virgo	Rotterdam	"	"	
24 "	Widgeon	Amsterdam	"	"	
27 "	Amstelstroom	ditto	"	"	
27 "	Ella	Rotterdam	"	"	
27 "	Maastroom	ditto	"	"	
27 "	Granton	ditto	"	"	
27 "	Iris	Amsterdam	"	"	
27 "	Taurus	Harlingen	"	"	
27 "	Cadiz	Vigo	"	"	
28 "	Holland	New York	"	"	
28 "	Persian Monarch	ditto	"	1	
31 "	Winsloe	Rotterdam	"	nil.	
31 "	Starling	Harlingen	"	"	
31 "	Batavier	Rotterdam	"	"	
31 "	Alford	ditto	"	"	
31 "	Minnesota	Baltimore	"	3	
1889 :					
2 January	Ystroom	Amsterdam	"	nil.	
2 "	Ella	Rotterdam	"	"	
2 "	Ludgate Hill	New York	"	2	
2 "	Iris	Amsterdam	"	nil.	
2 "	Maastroom	Rotterdam	"	"	
2 "	Amstelstroom	Amsterdam	"	"	
2 "	Widgeon	Rotterdam	"	"	
2 "	Taurus	Harlingen	"	"	
4 "	Erin	New York	"	"	
4 "	Gibraltar	Vigo	"	"	
8 "	Holland	Rotterdam	"	"	
8 "	Winsloe	ditto	"	"	
8 "	Starling	Harlingen	"	"	
8 "	Bittern	Amsterdam	"	"	
8 "	Alford	Rotterdam	"	"	
8 "	City of Malaga	Oporto	"	"	
10 "	Ystroom	Amsterdam	"	"	
10 "	Maastroom	Rotterdam	"	"	
10 "	London	Vigo	"	"	
11 "	Merlin	Rotterdam	"	"	
11 "	Lydian Monarch	New York	"	"	
12 "	Widgeon	Harlingen	"	"	
12 "	Maryland	Baltimore	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
14 January	Amstelstroom	Amsterdam	nil	nil.	
14 "	Ella	Rotterdam	"	"	
14 "	Holland	ditto	"	"	
14 "	Starling	Harlingen	"	"	
14 "	Iris	Amsterdam	"	"	
14 "	Tern	Rotterdam	"	"	
14 "	Raven	Oporto	"	"	
14 "	Albert Edward	Gothenburg	"	"	
14 "	Canada	New York	"	"	
14 "	Milanese	Boston	"	"	
16 "	Winsloe	Rotterdam	"	"	
16 "	Maasstroom	ditto	"	"	
16 "	Merlin	ditto	"	"	
16 "	Ystroom	Amsterdam	"	"	
17 "	Grebe	ditto	"	"	
17 "	Widgeon	Harlingen	"	"	
17 "	City of Cork	Oporto	"	"	
21 "	Holland	Rotterdam	"	"	
21 "	Amstelstroom	Amsterdam	"	"	
21 "	Ella	Rotterdam	"	"	
21 "	Granton	ditto	"	"	
21 "	Starling	Harlingen	"	"	
21 "	Iris	Amsterdam	"	"	
21 "	Lisbon	Vigo	"	"	
23 "	Malaga	ditto	"	"	
23 "	Widgeon	Amsterdam	"	"	
23 "	Maasstroom	Rotterdam	"	"	
24 "	Petrel	ditto	"	"	
24 "	Teal	Harlingen	"	"	
26 "	Egyptian Monarch	New York	"	2	
26 "	Richmond Hill	ditto	"	2	
28 "	Ella	Rotterdam	"	il.	
28 "	Ystroom	Amsterdam	"	n,	
28 "	Holland	Rotterdam	"	"	
28 "	Starling	Harlingen	"	"	
28 "	Granton	Rotterdam	"	"	
28 "	Albert Edward	Gothenburg	"	"	
28 "	City of Malaga	Oporto	"	"	
29 "	Galicja	Vigo	"	"	
30 "	Widgeon	Rotterdam	"	"	
30 "	Winsloe	ditto	"	"	
30 "	Grebe	Amsterdam	"	"	
30 "	Maasstroom	Rotterdam	"	"	
30 "	Amstelstroom	Amsterdam	"	"	
31 "	Teal	Harlingen	"	"	
4 February	Widgeon	Amsterdam	"	nil.	
4 "	Ystroom	ditto	"	"	
4 "	Maine	Baltimore	"	1	
4 "	Tower Hill	New York	"	nil.	
4 "	Granton	Rotterdam	"	"	
4 "	Thorsten	Gothenburg	"	1	
4 "	Holland	Rotterdam	"	nil.	
4 "	Starling	Harlingen	"	"	
4 "	Ella	Rotterdam	"	"	
5 "	Cadiz	Vigo	"	"	
6 "	Hawk	Rotterdam	"	"	
6 "	Maasstroom	ditto	"	"	
6 "	Winsloe	ditto	"	"	
7 "	Amstelstroom	Amsterdam	"	"	
7 "	Alford	ditto	"	"	
8 "	Teal	Harlingen	"	"	
11 "	Helvetia	New York	"	8	
11 "	Widgeon	Amsterdam	"	nil.	
11 "	Ystroom	ditto	"	"	
12 "	Granton	Rotterdam	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
12 February	Albert Edward	Gothenburg	nil	nil.	
12 "	Starling	Harlingen	"	"	
12 "	Gibraltar	Vigo	"	"	
12 "	Persian Monarch	New York	"	2	
13 "	Winsloe	Rotterdam	"	nil.	
13 "	Batavier	ditto	"	"	
13 "	Amstelstroom	Amsterdam	"	"	
13 "	Alford	Rotterdam	"	"	
13 "	British Queen	Boston	"	"	
15 "	Teal	Harlingen	"	"	
15 "	France	New York	"	3	
16 "	Aberdeen	ditto	"	22	
16 "	Glengoil	Baltimore	"	nil.	
17 "	Ella	Rotterdam	"	"	
18 "	Ysroom	Amsterdam	"	"	
18 "	Holland	Rotterdam	"	"	
18 "	Granton	ditto	"	"	
18 "	Starling	Harlingen	"	"	
18 "	City of Oporto	Oporto	"	"	
19 "	Holland	New York	"	8	
19 "	Thorsten	Gothenburg	"	nil.	
20 "	London	Carril	"	"	
20 "	Batavier	Rotterdam	"	"	
20 "	Winsloe	ditto	"	"	
20 "	Widgeon	Amsterdam	"	"	
20 "	Alford	Rotterdam	"	"	
20 "	Amstelstroom	Amsterdam	"	"	
21 "	Teal	Harlingen	"	"	
25 "	Holland	Rotterdam	"	"	
25 "	Ysroom	Amsterdam	"	"	
25 "	Ella	Rotterdam	"	"	
25 "	Tern	ditto	"	"	
25 "	Lydian Monarch	New York	"	8	
25 "	Albert Edward	Gothenburg	"	nil.	
25 "	Ludgate Hill	New York	1	64	A. B. drowned.
26 "	Falcon	Harlingen	"	nil.	
26 "	Erin	New York	"	1	
26 "	Minnesota	Baltimore	"	1	
27 "	Winsloe	Rotterdam	"	nil.	
27 "	Batavier	ditto	"	"	
27 "	Widgeon	Amsterdam	"	"	
27 "	Alford	Rotterdam	"	"	
27 "	Amstelstroom	Amsterdam	"	"	
27 "	Lisbon	Cudiz	"	"	
28 "	Teal	Harlingen	"	"	
4 March	Thorsten	Gothenburg	"	"	
4 "	Ella	Rotterdam	"	"	
4 "	Ysroom	Amsterdam	"	"	
4 "	Holland	Rotterdam	"	"	
4 "	Falcon	Amsterdam	"	"	
4 "	Maryland	Baltimore	"	"	
4 "	Tern	Rotterdam	"	"	
4 "	Starling	Harlingen	"	"	
4 "	Canada	New York	"	"	
5 "	Malaga	Vigo	"	"	
6 "	Milanese	Boston	"	"	
6 "	Batavier	Rotterdam	"	"	
6 "	Winsloe	ditto	"	"	
6 "	Widgeon	Amsterdam	"	"	
6 "	Alford	Rotterdam	"	"	
6 "	Amstelstroom	Amsterdam	"	"	
7 "	Rhodora	New York	"	"	
7 "	Condor	Oporto	"	"	
7 "	Teal	Harlingen	"	"	
9 "	City of Oporto	Oporto	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
11 March	Ella	Rotterdam	nil	nil.	
11 "	Ystroom	Amsterdam	"	"	
11 "	Holland	Rotterdam	"	"	
11 "	Starling	Harlingen	"	"	
11 "	Tern	Rotterdam	"	"	
11 "	Falke	Amsterdam	"	"	
11 "	Bele	Rotterdam	"	"	
12 "	Galicia	Vigo	"	"	
13 "	Teal	Rotterdam	"	"	
13 "	Batavier	- ditto -	"	"	
13 "	Winsloe	- ditto -	"	"	
13 "	Amstelstroom	Amsterdam	"	"	
14 "	Condor	- ditto -	"	"	
14 "	Widgeon	Harlingen	"	"	
15 "	Montano	Baltimore	1*	"	
15 "	Glenmorven	New York	nil	129	
16 "	Egyptian Monarch	- ditto -	"	4	
16 "	City of Cork	Oporto	"	nil.	*Chief engineer killed by falling derrick, 5th January 1889. Vessel put back.
16 "	Thorsten	Gothenburg	"	"	
16 "	Greece	New York	1*	5	
17 "	Ystroom	Amsterdam	nil	1	*A. B. drowned.
18 "	Ella	Rotterdam	"	1	
18 "	Holland	- ditto -	"	nil.	
18 "	Starling	Harlingen	"	"	
18 "	Richmond Hill	New York	1*	1	
19 "	Cadiz	Vigo	nil	nil.	*A cattleman whilst watering the cattle fell overboard and was drowned.
20 "	Teal	Rotterdam	"	"	
20 "	Batavier	- ditto -	"	"	
20 "	Winsloe	- ditto -	"	"	
20 "	Amstelstroom	Amsterdam	"	"	
20 "	Missouri	Baltimore	"	"	
21 "	Condor	Amsterdam	"	"	
21 "	Tower Hill	New York	"	1	
21 "	Widgeon	Harlingen	"	nil.	
25 "	Ella	Rotterdam	"	"	
25 "	Holland	- ditto -	"	"	
25 "	Denmark	New York	"	"	
25 "	Starling	Amsterdam	"	"	
25 "	Teal	Harlingen	"	"	
25 "	Ystroom	Amsterdam	"	"	
25 "	Bele	Gothenburg	"	"	
25 "	Grebe	Oporto	"	1	
26 "	Gibraltar	Vigo	"	nil.	
27 "	Winsloe	Rotterdam	"	"	
27 "	Batavier	- ditto -	"	"	
27 "	Egret	- ditto -	"	"	
27 "	Amstelstroom	Amsterdam	"	"	
28 "	Condor	- ditto -	"	"	
28 "	Widgeon	Harlingen	"	"	
29 "	City of Oporto	Oporto	"	"	
30 "	Persian Monarch	New York	"	2	
1 April	Holland	Rotterdam	"	nil.	
1 "	Ystroom	Amsterdam	"	"	
1 "	Ella	- ditto -	"	"	
1 "	Starling	Harlingen	"	"	
1 "	Falcon	Amsterdam	"	"	
1 "	Alford	Rotterdam	"	"	
1 "	Thorsten	Gothenburg	"	"	
2 "	London	Carril	"	"	
3 "	Stockholm City	Boston	"	3	
3 "	Batavier	Rotterdam	"	nil.	
3 "	Winsloe	- ditto -	"	"	
3 "	Benbow	- ditto -	"	"	
4 "	Amstelstroom	Amsterdam	"	"	
4 "	Egret	- ditto -	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
4 April	Widgeon	Harlingen	nil	nil.	
4 "	Robilant	New York	"	7	
6 "	France	ditto	"	"	
7 "	Gothenburg City	Baltimore	"	"	
7 "	Wetherby	ditto	"	1	
8 "	Holland	Rotterdam	"	"	
8 "	Ella	ditto	"	"	
8 "	Teal	Amsterdam	"	"	
8 "	Starling	Harlingen	"	"	
8 "	Ludgate Hill	New York	"	"	
8 "	Ystroom	Amsterdam	"	"	
8 "	Avena	Uddewalla	"	"	
8 "	Bele	Gothenburg	"	"	
10 "	Batavier	Rotterdam	"	"	
10 "	Winsloe	ditto	"	"	
10 "	Egret	ditto	"	"	
10 "	G Galicia	Vigo	"	"	
10 "	Amstelstroom	Amsterdam	"	"	
10 "	Benbow	ditto	"	"	
11 "	Widgeon	Harlingen	"	"	
12 "	Holland	New York	"	1	
12 "	Lydian Monarch	ditto	"	2	
13 "	Thorsten	Gothenburg	"	nil.	
15 "	Holland	Rotterdam	"	"	
15 "	Ella	ditto	"	"	
15 "	Ystroom	Amsterdam	"	"	
15 "	Starling	Harlingen	"	"	
15 "	Alford	Rotterdam	"	"	
15 "	Merlin	Amsterdam	"	"	
16 "	Ottanto	New York	"	16	
17 "	Batavier	Rotterdam	"	nil.	
17 "	Winsloe	ditto	"	"	
17 "	Taurus	ditto	"	"	
17 "	Amstelstroom	Amsterdam	"	"	
17 "	Benbow	ditto	"	"	
18 "	Widgeon	Harlingen	"	"	
20 "	Minnesota	Baltimore	"	"	
20 "	Erin	New York	"	3	
23 "	Ella	Rotterdam	"	nil	
23 "	Ystroom	Amsterdam	"	"	
23 "	Merlin	ditto	"	"	
23 "	Avena	Uddewalla	"	"	
23 "	Starling	Harlingen	"	"	
23 "	Bele	Gothenburg	"	1	
23 "	Canada	New York	"	nil.	
23 "	Milanese	Boston	"	2	
23 "	State of Alabama	New York	"	3	
23 "	Apollo	ditto	"	3	
24 "	Winsloe	Rotterdam	"	nil.	
24 "	Batavier	ditto	"	"	
25 "	Widgeon	Harlingen	"	"	
25 "	Teal	Amsterdam	"	"	
25 "	Amstelstroom	ditto	"	"	
25 "	Mereca	Baltimore	"	138	
25 "	De Ruyter	New York	"	nil.	
26 "	Buffalo	ditto	"	1	
27 "	Richmond Hill	ditto	"	1	
27 "	Ripon City	Boston	"	1	
29 "	Ystroom	Amsterdam	"	nil.	
29 "	Holland	Rotterdam	"	"	
29 "	Maryland	Baltimore	"	4	
29 "	Ella	Rotterdam	"	nil.	
29 "	Starling	Harlingen	"	"	
29 "	Merlin	Rotterdam	"	"	
29 "	Egret	Amsterdam	"	"	
29 "	City of Cork	Oporto	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
29 April - -	Albert Edward - -	Gothenburg - - -	nil	nil	
29 " - -	Greece - - -	New York - - -	"	2	
30 " - -	Cadiz - - -	Vigo - - -	"	nil	
1 May - -	City of Manchester -	New York - - -	"	3	
1 " - -	Batavier - - -	Rotterdam - - -	"	nil	
1 " - -	Winsloe - - -	- ditto - - -	"	"	
1 " - -	Teal - - -	Amsterdam - - -	"	"	
1 " - -	Amstelstroom - - -	- ditto - - -	"	"	
1 " - -	Alford - - -	Rotterdam - - -	"	"	
2 " - -	Widgeon - - -	Harlingen - - -	"	"	
2 " - -	Egyptian Monarch -	New York - - -	"	2	
3 " - -	Duke of Westminster -	- ditto - - -	"	nil	
3 " - -	Borderer - - -	Boston - - -	"	1	
3 " - -	Santiago - - -	New York - - -	"	nil	
6 " - -	Ella - - -	Rotterdam - - -	"	"	
6 " - -	Holland - - -	- ditto - - -	"	"	
6 " - -	Ystroom - - -	Amsterdam - - -	"	"	
6 " - -	Avena - - -	Uddevalla - - -	"	"	
6 " - -	Egret - - -	Amsterdam - - -	"	"	
6 " - -	Denmark - - -	New York - - -	"	"	
6 " - -	Merlin - - -	Rotterdam - - -	"	"	
6 " - -	Teal - - -	Harlingen - - -	"	"	
6 " - -	Bele - - -	Gothenburg - - -	"	"	
8 " - -	Winsloe - - -	Rotterdam - - -	"	"	
8 " - -	Batavier - - -	- ditto - - -	"	"	
8 " - -	Tower Hill - - -	New York - - -	"	"	
8 " - -	Taurus - - -	Rotterdam - - -	"	"	
8 " - -	Nautique - - -	Baltimore - - -	"	1	
8 " - -	Benbow - - -	Amsterdam - - -	"	nil	
8 " - -	Amstelstroom - - -	- ditto - - -	"	"	
9 " - -	Widgeon - - -	Harlingen - - -	"	"	
13 " - -	Thorsten - - -	Gothenburg - - -	"	"	
13 " - -	Ystroom - - -	Amsterdam - - -	"	"	
13 " - -	Holland - - -	Rotterdam - - -	"	"	
13 " - -	Ella - - -	- ditto - - -	"	"	
13 " - -	Alford - - -	- ditto - - -	"	"	
13 " - -	Martello - - -	New York - - -	"	"	
13 " - -	Egret - - -	Amsterdam - - -	"	"	
13 " - -	Teal - - -	Harlingen - - -	"	"	
15 " - -	Batavier - - -	Rotterdam - - -	"	"	
16 " - -	Winsloe - - -	- ditto - - -	"	"	
16 " - -	Benbow - - -	Amsterdam - - -	"	"	
16 " - -	Amstelstroom - - -	- ditto - - -	"	"	
16 " - -	Widgeon - - -	Harlingen - - -	"	"	
16 " - -	Taurus - - -	Rotterdam - - -	"	"	
18 " - -	Missouri - - -	Baltimore - - -	"	1	
20 " - -	Holland - - -	Rotterdam - - -	"	nil	
20 " - -	Ystroom - - -	Amsterdam - - -	"	"	
20 " - -	Ella - - -	Rotterdam - - -	"	"	
20 " - -	Egret - - -	Amsterdam - - -	"	"	
20 " - -	Alford - - -	Rotterdam - - -	"	"	
20 " - -	Bele - - -	Gothenburg - - -	"	"	
20 " - -	Teal - - -	Harlingen - - -	"	"	
20 " - -	Avena - - -	Uddevalla - - -	"	"	
21 " - -	Stockholm City -	Boston - - -	"	1	
21 " - -	Ludgate Hill - - -	New York - - -	"	nil	
21 " - -	Colorado - - -	- ditto - - -	"	1	
22 " - -	Maine - - -	Baltimore - - -	"	nil	
22 " - -	France - - -	New York - - -	"	1	
22 " - -	Batavier - - -	Rotterdam - - -	"	nil	
22 " - -	Winsloe - - -	- ditto - - -	"	"	
22 " - -	Taurus - - -	- ditto - - -	"	"	
22 " - -	Amstelstroom - - -	Amsterdam - - -	"	"	
28 " - -	Benbow - - -	- ditto - - -	"	"	
28 " - -	Widgeon - - -	Harlingen - - -	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
23 May -	North Durham -	New York -	nil	10	
26 " -	Holland -	Rotterdam -	"	nil.	
27 " -	Ella -	- ditto -	"	"	
27 " -	Ystroom -	Amsterdam -	"	"	
27 " -	Egret -	- ditto -	"	"	
27 " -	Teal -	Harlingen -	"	"	
27 " -	Thorsten -	Gothenburg -	"	"	
27 " -	Alford -	Rotterdam -	"	"	
27 " -	City of Cork -	Oporto -	"	"	
28 " -	Durham City -	Boston -	"	"	
28 " -	Galileo -	New York -	"	1	
29 " -	Winsloe -	Rotterdam -	"	nil.	
29 " -	Batavier -	- ditto -	"	"	
29 " -	Taurus -	- ditto -	"	"	
29 " -	Amstelstroom -	Amsterdam -	"	"	
29 " -	Benbow -	- ditto -	"	"	
29 " -	Hermann -	New York -	"	2	
30 " -	Widgeon -	Harlingen -	"	nil.	
30 " -	Holland -	New York -	"	1	
30 " -	Grecian -	Quebec -	"	1	
31 " -	Rialto -	New York -	"	3	
31 " -	British Empire -	Boston -	"	6	
31 " -	Carlisle -	New York -	"	3	
1 June -	Lydian Monarch -	New York -	"	nil.	
1 " -	Grassbrook -	Montreal -	"	1	
3 " -	Holland -	Rotterdam -	"	nil.	
3 " -	Ystroom -	Amsterdam -	"	"	
3 " -	Ella -	Rotterdam -	"	"	
3 " -	Teal -	Harlingen -	"	"	
3 " -	Egret -	Amsterdam -	"	"	
3 " -	Alford -	Rotterdam -	"	"	
3 " -	Bele -	Gothenburg -	"	"	
4 " -	Fremona -	Montreal -	"	"	
5 " -	Ocean King -	- ditto -	"	1	
5 " -	Winsloe -	Rotterdam -	"	nil.	
5 " -	Erin -	New York -	"	6	
5 " -	Wetherby -	Baltimore -	"	8	
5 " -	Batavier -	Rotterdam -	"	nil.	
5 " -	Taurus -	- ditto -	"	"	
5 " -	Benbow -	Amsterdam -	"	"	
5 " -	Amstelstroom -	- ditto -	"	"	
6 " -	Widgeon -	Harlingen -	"	"	
6 " -	Buffalo -	New York -	"	1	
7 " -	Assyrian -	Montreal -	"	nil.	
8 " -	Minnesota -	Baltimore -	"	"	
8 " -	Richmond Hill -	New York -	"	1	
8 " -	Boston City -	Boston -	"	76	
11 " -	Holland -	Rotterdam -	"	nil.	
11 " -	Ystroom -	Amsterdam -	"	"	
11 " -	Canada -	New York -	"	2	
11 " -	Alford -	Amsterdam -	"	nil.	
11 " -	Teal -	Harlingen -	"	"	
11 " -	Thorsten -	Gothenburg -	"	"	
11 " -	Egret -	Rotterdam -	"	"	
9 " -	Winsloe -	- ditto -	"	"	
9 " -	Gothenburg City -	Baltimore -	"	4	
11 " -	Cadiz -	Cadiz -	"	nil.	
11 " -	City of Oporto -	Oporto -	"	"	
11 " -	Chelydra -	Montreal -	"	1	
12 " -	Winsloe -	Rotterdam -	"	nil.	
12 " -	Taurus -	- ditto -	"	"	
12 " -	Batavier -	- ditto -	"	"	
12 " -	Milanese -	Boston -	"	"	
12 " -	Amstelstroom -	Amsterdam -	"	"	
13 " -	Benbow -	- ditto -	"	"	
14 " -	Widgeon -	Harlingen -	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	5.
1889:					
15 June -	Maryland -	Baltimore -	nil	nil.	
15 " -	Otranto -	New York -	"	"	
15 " -	Gerona -	Montreal -	"	4	
15 " -	Greece -	New York -	"	nil.	
17 " -	Holland -	Rotterdam -	"	"	
17 " -	Ystroom -	Amsterdam -	"	"	
17 " -	Teal -	Harlingen -	"	"	
17 " -	Alford -	Rotterdam -	"	"	
17 " -	Egret -	Amsterdam -	"	"	
17 " -	Kekrwielder -	Montreal -	"	2	
17 " -	Hindoo -	New York -	"	3	
17 " -	Bele -	Gothenburg -	"	nil.	
17 " -	Winsloe -	Rotterdam -	"	"	
17 " -	Egyptian Monarch -	New York -	"	2	
19 " -	Winsloe -	Rotterdam -	"	nil.	
19 " -	Gibraltar -	Vigo -	"	"	
19 " -	Batavier -	Rotterdam -	"	"	
19 " -	Taurus -	ditto -	"	"	
19 " -	Amstelstroom -	Amsterdam -	"	"	
20 " -	Benbow -	ditto -	"	"	
20 " -	Widgeon -	Harlingen -	"	"	
20 " -	Santiago -	New York -	"	1	
22 " -	Borderer -	Boston -	"	8	
22 " -	Tower Hill -	New York -	"	3	
22 " -	Denmark -	ditto -	"	4	
24 " -	Ystroom -	Amsterdam -	"	nil.	
24 " -	Thorsten -	Gothenburg -	"	"	
24 " -	Holland -	Rotterdam -	"	"	
24 " -	Deruyter -	New York -	"	"	
24 " -	Egret -	Amsterdam -	"	"	
24 " -	Teal -	Harlingen -	"	"	
24 " -	Michigan -	Montreal -	"	2	
24 " -	Alford -	Rotterdam -	"	nil.	
24 " -	City of Cork -	Oporto -	"	"	
24 " -	Winsloe -	Rotterdam -	"	"	
25 " -	London -	Cadiz -	"	"	
26 " -	Winsloe -	Rotterdam -	"	"	
26 " -	Taurus -	ditto -	"	"	
26 " -	Canadian -	Montreal -	"	2	
26 " -	Mareca -	Baltimore -	"	42	
26 " -	Batavier -	Rotterdam -	"	nil.	
26 " -	Lisnacrieve -	Baltimore -	"	"	
26 " -	Benbow -	Amsterdam -	"	"	
26 " -	Amstelstroom -	ditto -	"	"	
27 " -	Widgeon -	Harlingen -	"	"	
27 " -	Steirhoft -	Montreal -	"	3	
28 " -	Martello -	New York -	"	1	
29 " -	Persian Monarch -	ditto -	"	6	
1 July -	Ystroom -	Amsterdam -	"	nil.	
1 " -	Holland -	Rotterdam -	"	"	
1 " -	Egret -	Amsterdam -	"	"	
1 " -	Teal -	Harlingen -	"	"	
1 " -	Alford -	Rotterdam -	"	"	
1 " -	Bele -	Gothenburg -	"	"	
1 " -	Winsloe -	Rotterdam -	"	"	
3 " -	Batavier -	ditto -	"	"	
3 " -	Winsloe -	ditto -	"	"	
3 " -	Malaga -	Vigo -	"	"	
3 " -	Taurus -	Rotterdam -	"	"	
3 " -	Amstelstroom -	Amsterdam -	"	"	
4 " -	Benbow -	ditto -	"	"	
3 " -	Montana -	Baltimore -	"	"	
4 " -	Widgeon -	Harlingen -	"	"	
5 " -	Colorado -	New York -	"	"	
5 " -	Alvah -	Boston -	"	9	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
6 July	Stockholm City	Boston	nil	3	
6 "	Grecian	Quebec	"	3	
6 "	Ludgate Hill	New York	"	1	
6 "	Thorsten	Gothenburg	"	nil.	
8 "	Ystroom	Amsterdam	"	"	
8 "	Holland	Rotterdam	"	"	
8 "	France	New York	"	3	
8 "	Winsloe	Rotterdam	"	nil.	
8 "	Teal	Harlingen	"	"	
8 "	Alford	Rotterdam	"	"	
8 "	Egret	Amsterdam	"	"	
8 "	Maastrum	Rotterdam	"	"	
8 "	City of Oporto	Oporto	"	"	
9 "	Lisbon	Vigo	"	"	
9 "	Helvetia	New York	"	1	
10 "	Batavier	Rotterdam	"	nil.	
10 "	Taurus	ditto	"	"	
10 "	Fitzclarence	ditto	"	"	
10 "	Amstelstroom	Amsterdam	"	"	
10 "	Benbow	ditto	"	"	
11 "	Widgeon	Harlingen	"	"	
12 "	Durham City	Boston	"	1	
12 "	Galileo	New York	"	nil.	
13 "	Missouri	Baltimore	"	"	
13 "	Lydian Monarch	New York	"	4	
15 "	Ystroom	Amsterdam	"	nil.	
15 "	Holland	Rotterdam	"	"	
15 "	Winsloe	ditto	"	"	
15 "	Teal	Harlingen	"	"	
15 "	Egret	Amsterdam	"	"	
15 "	Alford	Rotterdam	"	"	
15 "	Bele	Gothenburg	"	"	
15 "	Petrel	Oporto	"	"	
15 "	Cadiz	Vigo	"	"	
17 "	Holland	New York	"	"	
17 "	Batavier	Rotterdam	"	"	
17 "	Taurus	ditto	"	"	
17 "	Fitzclarence	ditto	"	"	
17 "	Ocean King	Montreal	"	"	
17 "	Amstelstroom	Amsterdam	"	"	
18 "	Benbow	ditto	"	"	
18 "	Widgeon	Harlingen	"	"	
18 "	Buffalo	New York	"	"	
19 "	British Empire	Boston	"	2	
20 "	Maine	Baltimore	"	1	
20 "	Fremona	Montreal	"	3	
20 "	Richmond Hill	New York	"	2	
20 "	Serica	Baltimore	"	2	
20 "	Assyrian	Montreal	"	1	
22 "	Ystroom	Amsterdam	"	nil.	
22 "	Holland	Rotterdam	"	"	
22 "	Winsloe	ditto	"	"	
22 "	Thorsten	Gothenburg	"	"	
22 "	Alford	Rotterdam	"	"	
22 "	Teal	Harlingen	"	"	
22 "	Egret	Amsterdam	"	"	
22 "	Etna	New York	"	"	
22 "	City of Cork	Oporto	"	"	
23 "	Gibraltar	Vigo	"	"	
24 "	Batavier	Rotterdam	"	"	
24 "	Taurus	ditto	"	"	
24 "	Fitzclarence	ditto	"	"	
24 "	Benbow	Amsterdam	"	"	
24 "	Amstelstroom	ditto	"	"	
25 "	Widgeon	Harlingen	"	"	
26 "	Etna	Montreal	"	"	
27 "	Egyptian Monarch	New York	"	3	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
27 July	Rialto - - -	New York - -	nil	1	
29 "	Ystroom - - -	Amsterdam - -	"	nil.	
29 "	Holland - - -	Rotterdam - -	"	"	
29 "	Winsloe - - -	- ditto - - -	"	"	
29 "	Erl King - - -	Montreal - - -	"	2	
29 "	Alford - - -	Amsterdam - -	"	nil.	
29 "	Egret - - -	Rotterdam - -	"	2	
29 "	Teal - - -	Harlingen - - -	"	nil.	
29 "	Hermann - - -	New York - - -	"	4	
29 "	City of Oporto - -	Oporto - - -	"	nil.	
30 "	Canada - - -	New York - - -	"	5	
31 "	Canadian - - -	Montreal - - -	"	1	
31 "	Batavier - - -	Rotterdam - - -	"	nil.	
31 "	Fitzclarence - - -	- ditto - - -	"	"	
31 "	Taurus - - -	- ditto - - -	"	"	
31 "	Amstelstroom - -	Amsterdam - -	"	"	
31 "	Benbow - - -	- ditto - - -	"	"	
1 August	Widgeon - - -	Harlingen - - -	"	nil.	
1 "	Santiago - - -	New York - - -	"	3	
1 "	Hindoo - - -	- ditto - - -	"	23	
1 "	Illinois - - -	- ditto - - -	"	13	
1 "	Gerona - - -	Montreal - - -	"	1	
2 "	Stanmore - - -	New York - - -	"	nil.	
3 "	Milanese - - -	Boston - - -	"	22	
3 "	Delgravia - - -	New York - - -	"	2	
3 "	Minnesota - - -	Baltimore - - -	"	nil.	
3 "	Alford - - -	Amsterdam - -	"	"	
6 "	Ystroom - - -	- ditto - - -	"	"	
6 "	Holland - - -	Rotterdam - - -	"	"	
6 "	Egret - - -	- ditto - - -	"	"	
9 "	Winsloe - - -	- ditto - - -	"	"	
6 "	Gothenburg City -	Baltimore - - -	"	22	
6 "	Greece - - -	New York - - -	"	27	
6 "	Pennsylvania - -	- ditto - - -	"	7	
6 "	London - - -	Vigo - - -	"	nil.	
6 "	Teal - - -	Harlingen - - -	"	"	
6 "	Grebe - - -	Oporto - - -	"	"	
7 "	Inflexible - - -	Philadelphia - -	"	"	
7 "	Taurus - - -	Rotterdam - - -	"	"	
7 "	Butavier - - -	- ditto - - -	"	"	
7 "	Fitzclarence - - -	- ditto - - -	"	"	
8 "	Amstelstroom - -	Amsterdam - -	"	"	
8 "	Benbow - - -	- ditto - - -	"	"	
8 "	Widgeon - - -	Harlingen - - -	"	"	
9 "	Persian Monarch -	New York - - -	"	9	
9 "	Martello - - -	- ditto - - -	"	2	
10 "	Maryland - - -	Baltimore - - -	"	nil.	
10 "	Borderer - - -	Boston - - -	"	8	
12 "	Ystroom - - -	Amsterdam - -	"	nil.	
12 "	Holland - - -	Rotterdam - - -	"	"	
12 "	Winsloe - - -	- ditto - - -	"	"	
12 "	Teal - - -	Harlingen - - -	"	1	
12 "	Alford - - -	Amsterdam - -	"	nil.	
12 "	Egret - - -	Rotterdam - - -	"	"	
12 "	Ravensheugh - -	New York - - -	"	"	
12 "	De Ruyter - - -	- ditto - - -	"	4	
12 "	Geographique - -	Montreal - - -	"	nil.	
12 "	Malaga - - -	Vigo - - -	"	"	
12 "	Denmark - - -	New York - - -	"	9	
12 "	Otranto - - -	- ditto - - -	"	7	
14 "	Michigan - - -	Montreal - - -	"	nil.	
14 "	Batavier - - -	Rotterdam - - -	"	"	
14 "	Taurus - - -	- ditto - - -	"	"	
14 "	Fitzclarence - - -	- ditto - - -	"	"	
14 "	Amstelstroom - -	Amsterdam - -	"	"	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
14 August	Benbow -	Amsterdam	nil	1	
14 "	Boston City -	New York	"	7	
15 "	Abergeldie -	ditto	"	37	
15 "	Widgeon -	Harlingen	"	nil.	
16 "	Grecian -	Montreal	"	"	
16 "	Colorado -	New York	"	5	
19 "	Ystroom -	Amsterdam	"	nil.	
19 "	Holland -	Rotterdam	"	"	
19 "	Thorsten -	Gothenburg	"	"	
19 "	Winsloe -	Rotterdam	"	"	
19 "	Egret -	Amsterdam	"	"	
19 "	Wakefield -	New York	"	16	
19 "	Ludgate Hill -	ditto	* 1	31	* A fireman committed suicide by jumping overboard.
19 "	Alford -	Rotterdam	nil.	nil.	
19 "	Teal -	Harlingen	"	"	
20 "	France -	New York	"	43	
20 "	City of Oporto -	Oporto	"	nil.	
20 "	Li-bon -	Vigo	"	"	
21 "	Taurus -	Rotterdam	"	"	
22 "	Batavier -	ditto	"	"	
22 "	Amstelstroom -	Amsterdam	"	"	
22 "	Fitzclarence -	Rotterdam	"	"	
22 "	Benbow -	Amsterdam	"	"	
22 "	Widgeon -	Harlingen	"	"	
22 "	Montana -	Baltimore	"	"	
22 "	Stockholm City -	Boston	"	26	
23 "	Galileo -	New York	"	1	
23 "	Lydian Monarch -	ditto	"	19	
26 "	Ystroom -	Amsterdam	"	nil.	
26 "	Holland -	Rotterdam	"	"	
26 "	Alford -	ditto	"	"	
26 "	Egret -	Amsterdam	"	"	
26 "	Winsloe -	Rotterdam	"	"	
26 "	Grebe -	Oporto	"	"	
26 "	Cadiz -	Vigo	"	"	
26 "	Teal -	Harlingen	"	"	
27 "	Othello -	New York	"	39	
27 "	Mareca -	Baltimore	"	3	
27 "	Nautique -	Montreal	"	5	
27 "	Helvetia -	New York	"	37	
29 "	Buffalo -	ditto	"	3	
29 "	Rhodora -	Baltimore	"	2	
29 "	Taurus -	Harlingen	"	nil.	
29 "	Maasstroom -	Rotterdam	"	"	
29 "	Amstelstroom -	Amsterdam	"	"	
29 "	Winsloe -	Rotterdam	"	"	
29 "	Spindrift -	New York	"	162	
30 "	Durham City -	Boston	"	nil.	
30 "	Darwin -	Philadelphia	"	51	
30 "	Richmond Hill -	New York	"	5	
31 "	Ocean King -	Montreal	"	nil.	
2 September	Maasstroom -	Rotterdam	"	"	
2 "	Croma -	Baltimore	"	16	
2 "	Iris -	Amsterdam	"	nil.	
2 "	Amstelstroom -	ditto	"	"	
2 "	Winsloe -	Rotterdam	"	"	
2 "	City of Cork -	Oporto	"	"	
2 "	Assyrian -	Quebec	"	"	
2 "	Hungaria -	Baltimore	"	"	
2 "	Fremona -	Montreal	"	"	
4 "	Gibraltar -	Vigo	"	"	
4 "	Holland -	Rotterdam	"	"	
4 "	Winsloe -	ditto	"	"	
4 "	Amstelstroom -	Amsterdam	"	"	
5 "	British Empire -	Boston	"	2	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
6 September -	Santiago - - -	New York - - -	nil	2	
6 " -	Missouri - - -	Baltimore - - -	"	51	
6 " -	Widgeon - - -	Harlingen - - -	"	nil.	
6 " -	Erin - - -	New York - - -	"	26	
6 " -	Gordon Castle - - -	Montreal - - -	"	nil.	
9 " -	Winsloe - - -	Rotterdam - - -	"	"	
9 " -	Maasstroon - - -	ditto - - -	"	"	
9 " -	Teal - - -	Amsterdam - - -	"	"	
9 " -	Bele - - -	Gothenburg - - -	"	"	
9 " -	Iris - - -	Rotterdam - - -	"	1	
9 " -	Egyptian Monarch - - -	New York - - -	"	19	
9 " -	Glenshiel - - -	ditto - - -	"	1	
9 " -	Galicia - - -	Vigo - - -	"	nil.	
11 " -	Batavier - - -	Rotterdam - - -	"	"	
11 " -	Benbow - - -	Amsterdam - - -	"	"	
11 " -	Amstelstroom - - -	ditto - - -	"	"	
11 " -	Alford - - -	Rotterdam - - -	"	"	
11 " -	Fitzclarence - - -	ditto - - -	"	"	
12 " -	Widgeon - - -	Harlingen - - -	"	"	
12 " -	City of Oporto - - -	Oporto - - -	"	"	
12 " -	Illinois - - -	New York - - -	"	8	
13 " -	Thetis - - -	ditto - - -	"	16	
13 " -	Holland - - -	ditto - - -	"	6	
14 " -	Maine - - -	Baltimore - - -	"	4	
14 " -	Teal - - -	Amsterdam - - -	"	nil.	
16 " -	Ystroom - - -	ditto - - -	"	"	
16 " -	Hindoo - - -	New York - - -	"	6	
16 " -	Fitzclarence - - -	Rotterdam - - -	"	nil.	
16 " -	Holland - - -	ditto - - -	"	"	
16 " -	Tower Hill - - -	New York - - -	"	39	
16 " -	Starling - - -	Rotterdam - - -	"	nil.	
16 " -	Canadian - - -	Montreal - - -	"	"	
16 " -	Gerona - - -	ditto - - -	"	3	
17 " -	Florida - - -	New York - - -	"	38	
18 " -	Benbow - - -	Rotterdam - - -	"	nil.	
18 " -	London - - -	Vigo - - -	"	"	
18 " -	Batavier - - -	Rotterdam - - -	"	"	
18 " -	Winsloe - - -	ditto - - -	"	"	
18 " -	Amstelstroom - - -	Amsterdam - - -	"	"	
18 " -	Cygnat - - -	ditto - - -	"	"	
19 " -	Canada - - -	New York - - -	"	6	
19 " -	Widgeon - - -	Harlingen - - -	"	nil.	
19 " -	Gothia - - -	Baltimore - - -	"	"	
20 " -	Milanese - - -	Boston - - -	"	7	
21 " -	Martello - - -	New York - - -	"	1	
23 " -	Ystroom - - -	Amsterdam - - -	"	nil.	
23 " -	Thorsten - - -	Gothenburg - - -	"	"	
23 " -	Holland - - -	Rotterdam - - -	"	"	
23 " -	Granton - - -	Amsterdam - - -	"	"	
23 " -	Starling - - -	Rotterdam - - -	"	"	
23 " -	Persian Monarch - - -	New York - - -	"	5	
23 " -	Hermann - - -	ditto - - -	"	13	
24 " -	Angers - - -	Montreal - - -	"	1	
24 " -	Kolpino - - -	New York - - -	"	1	
24 " -	Lisbon - - -	Vigo - - -	"	nil.	
24 " -	Guy Mannering - - -	New York - - -	"	2	
25 " -	Winsloe - - -	Rotterdam - - -	"	nil.	
25 " -	Cygnat - - -	Amsterdam - - -	"	"	
25 " -	Batavier - - -	Rotterdam - - -	"	"	
25 " -	Benbow - - -	ditto - - -	"	"	
25 " -	Amstelstroom - - -	Amsterdam - - -	"	"	
26 " -	Widgeon - - -	Harlingen - - -	"	"	
26 " -	Rialto - - -	Baltimore - - -	"	314	
28 " -	Minnesota - - -	ditto - - -	"	12	
30 " -	Fitzclarence - - -	Rotterdam - - -	"	nil.	
30 " -	Ystroom - - -	Amsterdam - - -	"	"	
30 " -	Greece - - -	New York - - -	"	2	

PORT OF LONDON—*continued*.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
30 September -	Holland - - -	Rotterdam - -	nil	nil.	
30 " -	Granton - - -	Amsterdam - -	"	"	
30 " -	Bele - - -	Gothenburg - -	"	"	
30 " -	City of Cork - -	Oporto - - -	"	"	
30 " -	Pennsylvania - -	New York - - -	"	7	
1 October -	Colorado - - -	New York - - -	"	8	
2 " -	Amstelstroom - -	Amsterdam - -	"	nil.	
2 " -	Batavier - - -	Rotterdam - -	"	"	
2 " -	Cygnat - - -	Amsterdam - -	"	"	
3 " -	Mamari - - -	New York - - -	"	11	
4 " -	Widgeon - - -	Harlingen - -	"	nil.	
4 " -	Cadiz - - -	Vigo - - -	"	"	
4 " -	Cambodia - - -	New York - - -	"	"	
4 " -	Erl King - - -	Montreal - - -	"	1	
4 " -	Otranto - - -	New York - - -	"	18	
5 " -	City of Lincoln - -	Boston - - -	"	64	
5 " -	Galileo - - -	New York - - -	"	2	
7 " -	Winsloe - - -	Rotterdam - -	"	nil.	
7 " -	De Ruyter - - -	New York - - -	"	7	
7 " -	Maryland - - -	Baltimore - - -	"	nil.	
7 " -	Holland - - -	Rotterdam - -	"	"	
7 " -	Benbow - - -	- ditto - - -	"	"	
7 " -	Thorsten - - -	Gothenburg - -	"	"	
7 " -	Granton - - -	Amsterdam - -	"	"	
7 " -	Olympus - - -	New York - - -	"	6	
7 " -	Egret - - -	Harlingen - -	"	nil.	
8 " -	Oranmore - - -	Baltimore - - -	"	13	
8 " -	Malaga - - -	Vigo - - -	"	nil.	
9 " -	Cygnat - - -	Amsterdam - -	"	"	
9 " -	Widgeon - - -	Rotterdam - -	"	"	
9 " -	Fitzclarence - - -	- ditto - - -	"	"	
9 " -	Maasstroom - - -	- ditto - - -	"	"	
10 " -	Amstelstroom - -	Amsterdam - -	"	1	
10 " -	Teal - - -	Harlingen - -	"	nil.	
11 " -	Buffalo - - -	New York - - -	"	3	
12 " -	Granton - - -	Amsterdam - -	"	nil.	
14 " -	Ystroom - - -	- ditto - - -	"	"	
14 " -	Winsloe - - -	Rotterdam - -	"	"	
14 " -	Egret - - -	Harlingen - -	"	"	
14 " -	Holland - - -	Rotterdam - -	"	"	
14 " -	Benbow - - -	- ditto - - -	"	"	
14 " -	Denmark - - -	New York - - -	"	24	
14 " -	Bele - - -	Gothenburg - -	"	nil.	
16 " -	Batavier - - -	Rotterdam - -	"	"	
16 " -	Salerno - - -	New York - - -	"	30	
16 " -	Cygnat - - -	Amsterdam - -	"	nil.	
16 " -	Gibraltar - - -	Vigo - - -	"	"	
16 " -	Fitzclarence - - -	Rotterdam - -	"	"	
16 " -	Grebe - - -	Oporto - - -	"	"	
16 " -	Widgeon - - -	Rotterdam - -	"	"	
16 " -	Amstelstroom - -	Amsterdam - -	"	"	
17 " -	Teal - - -	Harlingen - -	"	"	
19 " -	Hungaria - - -	Baltimore - - -	"	4	
21 " -	Winsloe - - -	Rotterdam - -	"	nil.	
21 " -	Ystroom - - -	Amsterdam - -	"	2	
21 " -	Holland - - -	Rotterdam - -	"	nil.	
21 " -	Granton - - -	Amsterdam - -	"	"	
21 " -	Egret - - -	Harlingen - -	"	"	
21 " -	Montana - - -	Baltimore - - -	"	1	
21 " -	Benbow - - -	Rotterdam - -	"	nil.	
21 " -	Thorsten - - -	Gothenburg - -	"	"	
21 " -	Mineola - - -	Baltimore - - -	"	72	
21 " -	O'hello - - -	New York - - -	"	27	
21 " -	Serica - - -	Baltimore - - -	"	15	
21 " -	Abergeldie - - -	Montreal - - -	"	nil.	

PORT OF LONDON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
22 October	- Galicia - - -	Vigo - - -	nil	nil.	
23 "	- Grecian - - -	Quebec - - -	"	1	
23 "	- Cygnet - - -	Amsterdam - - -	"	nil.	
23 "	- Batavier - - -	Rotterdam - - -	"	"	
23 "	- Widgeon - - -	- ditto - - -	"	"	
23 "	- Amstelstroom - - -	Amsterdam - - -	"	"	
23 "	- Illinois - - -	New York - - -	"	5	
23 "	- Teal - - -	Harlingen - - -	"	nil.	
26 "	- Granton - - -	Amsterdam - - -	"	"	
26 "	- Ystroom - - -	- ditto - - -	"	"	
28 "	- Holland - - -	Rotterdam - - -	"	"	
28 "	- Bele - - -	Gothenburg - - -	"	"	
28 "	- City of Cork - - -	Oporto - - -	"	"	
28 "	- Egret - - -	Rotterdam - - -	"	"	
28 "	- Ludgate Hill - - -	New York - - -	"	5	
29 "	- Winsloe - - -	Rotterdam - - -	"	nil.	
30 "	- London - - -	Vigo - - -	"	"	
30 "	- Widgeon - - -	Rotterdam - - -	"	"	
30 "	- Batavier - - -	- ditto - - -	"	"	
30 "	- Cygnet - - -	Amsterdam - - -	"	1	
30 "	- Fitzclarence - - -	Rotterdam - - -	"	nil.	
30 "	- Amstelstroom - - -	Amsterdam - - -	"	"	
31 "	- Borderer - - -	Boston - - -	"	1	
31 "	- Teal - - -	Harlingen - - -	"	nil.	
1 November	- Missouri - - -	Baltimore - - -	"	"	
1 "	- City of Oporto - - -	Oporto - - -	"	"	
1 "	- Lydian Monarch - - -	New York - - -	"	1	
1 "	- Montawk - - -	Baltimore - - -	"	4	
2 "	- France - - -	New York - - -	"	12	
2 "	- Fremona - - -	Montreal - - -	"	2	
4 "	- Winsloe - - -	Rotterdam - - -	"	nil.	
4 "	- Holland - - -	- ditto - - -	"	"	
4 "	- Egret - - -	Harlingen - - -	"	"	
4 "	- Granton - - -	Amsterdam - - -	"	"	
4 "	- Benbow - - -	Rotterdam - - -	"	"	
4 "	- Thor-ten - - -	Gothenburg - - -	"	"	
4 "	- Recta - - -	Baltimore - - -	"	"	
5 "	- Cormorant - - -	Oporto - - -	"	"	
5 "	- Lisbon - - -	Vigo - - -	"	"	
6 "	- Widgeon - - -	Rotterdam - - -	"	"	
6 "	- Cygnet - - -	Amsterdam - - -	"	"	
6 "	- Fitzclarence - - -	Rotterdam - - -	"	"	
6 "	- Batavier - - -	- ditto - - -	"	"	
7 "	- Amstelstroom - - -	Amsterdam - - -	"	"	
7 "	- Teal - - -	Harlingen - - -	"	"	
7 "	- Lepanto - - -	Baltimore - - -	"	4	
9 "	- Stockholm City - - -	Boston - - -	"	5	
9 "	- Holland - - -	New York - - -	1*	10	*Boatswain fell overboard and was drowned, whilst engaged putting a dead bullock over the side of ship.
9 "	- Persian Monarch - - -	- ditto - - -	nil	6	
9 "	- Granton - - -	Amsterdam - - -	"	nil.	
11 "	- Winsloe - - -	Rotterdam - - -	"	"	
11 "	- Holland - - -	- ditto - - -	"	"	
11 "	- Richmond Hill - - -	New York - - -	"	14	
11 "	- Maine - - -	Baltimore - - -	"	3	
11 "	- Thanemore - - -	- ditto - - -	"	9	
11 "	- Egret - - -	Harlingen - - -	"	nil.	
11 "	- Gerona - - -	Montreal - - -	"	"	
11 "	- Benbow - - -	Rotterdam - - -	"	"	
11 "	- Bele - - -	Gothenburg - - -	"	1	
11 "	- Canadian - - -	Montreal - - -	"	2	
11 "	- Pennsylvania - - -	New York - - -	"	6	
12 "	- Gothenburg City - - -	Baltimore - - -	"	8	
12 "	- Ystroom - - -	Amsterdam - - -	"	nil.	
12 "	- Rhosina - - -	Norfolk, Va. - - -	"	3	
13 "	- Teal - - -	Rotterdam - - -	"	nil.	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
13 November	Amstelstroom	Amsterdam	nil	nil.	
13 "	Widgeon	ditto	"	"	
14 "	Cadiz	Vigo	"	"	
15 "	Durham City	Boston	"	19	
15 "	Taurus	Harlingen	"	nil.	
15 "	City of Cork	Oporto	"	"	
18 "	Ystroom	Amsterdam	"	"	
18 "	Winsloe	Rotterdam	"	"	
18 "	Port Jackson	Norfolk, Va.	"	"	
18 "	Egret	Harlingen	"	"	
18 "	Thorsten	Gothenburg	"	"	
18 "	Erin	New York	"	7	
18 "	Tower Hill	ditto	"	4	
19 "	Glengoil	ditto	"	nil.	
19 "	Boston City	Baltimore	"	3	
20 "	Batavier	Rotterdam	"	nil.	
20 "	Granton	Amsterdam	"	"	
20 "	Teal	Rotterdam	"	"	
20 "	Amstelstroom	Amsterdam	"	"	
21 "	Widgeon	Harlingen	"	"	
22 "	Greece	New York	"	8	
22 "	Hermann	Boston	"	4	
23 "	Minnesota	Baltimore	"	3	
23 "	British Empire	Boston	"	62	
25 "	Winsloe	Rotterdam	"	nil.	
25 "	Taurus	Harlingen	"	"	
25 "	Ystroom	Amsterdam	"	"	
25 "	Maasstroom	Rotterdam	"	"	
25 "	Bele	Gothenburg	"	"	
25 "	Egyptian Monarch	New York	"	17	
25 "	Assyrian	Montreal	"	6	
25 "	Florida	Baltimore	"	153	
26 "	Teal	Rotterdam	"	nil.	
27 "	Croma	New York	"	9	
27 "	Batavier	Rotterdam	"	nil.	
28 "	Amstelstroom	Amsterdam	"	"	
28 "	Granton	ditto	"	"	
28 "	California	Baltimore	"	6	
30 "	Canala	New York	"	50	
2 December	Holland	Rotterdam	"	nil.	
2 "	De Ruyter	New York	"	"	
2 "	Fitzclarence	Rotterdam	"	"	
2 "	Ystroom	Amsterdam	"	"	
2 "	Oranmore	Baltimore	"	7	
2 "	European	Montreal	"	1	
2 "	Milanese	Boston	"	8	
2 "	Teal	Harlingen	"	nil.	
2 "	Maryland	Baltimore	"	1	
2 "	Thorsten	Gothenburg	"	nil.	
2 "	Nautilus	Oporto	"	"	
3 "	Grecian	Montreal	"	"	
4 "	Winsloe	Rotterdam	"	"	
4 "	Batavier	ditto	"	"	
4 "	Granton	Amsterdam	"	"	
4 "	Amstelstroom	ditto	"	"	
6 "	Widgeon	Harlingen	"	"	
6 "	Illinois	New York	"	25	
6 "	City of Lincoln	Boston	"	223	
7 "	Denmark	New York	"	37	
9 "	Fitzclarence	Rotterdam	"	nil.	
9 "	Teal	Amsterdam	"	"	
9 "	Holland	Rotterdam	"	"	
9 "	Egret	ditto	"	"	
9 "	Taurus	Harlingen	"	"	
9 "	Bele	Gothenburg	"	"	

PORT OF LONDON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
10 December -	Mondego - - -	Baltimore - -	nil	3	
11 " -	Batavier - - -	Rotterdam - -	"	nil.	
11 " -	Winsloe - - -	- ditto - - -	"	"	
12 " -	Granton - - -	Amsterdam - -	"	"	
12 " -	Amstelstroom - -	- ditto - - -	"	"	
12 " -	Montana - - -	Baltimore - -	"	3	
12 " -	Widgeon - - -	Harlingen - -	"	nil.	
12 " -	City of Oporto - -	Oporto - - -	"	"	
13 " -	Ludgate Hill - -	New York - -	"	20	
14 " -	Borderer - - -	Boston - - -	"	1	
14 " -	Egypt - - -	New York - -	"	1	
16 " -	Fitzclarence - -	Rotterdam - -	"	nil.	
16 " -	Ystroom - - -	Amsterdam - -	"	"	
16 " -	Starling - - -	- ditto - - -	"	"	
16 " -	Holland - - -	Rotterdam - -	"	"	
16 " -	Teal - - -	Harlingen - -	"	"	
16 " -	Egret - - -	Rotterdam - -	"	nil.	
16 " -	Thorsten - - -	Gothenburg - -	"	"	
17 " -	Mentmore - - -	Baltimore - -	"	17	
19 " -	Batavier - - -	Rotterdam - -	"	nil.	
19 " -	Amstelstroom - -	Amsterdam - -	"	"	
20 " -	Winsloe - - -	Rotterdam - -	"	1	
20 " -	Widgeon - - -	Harlingen - -	"	nil.	
22 " -	Holland - - -	Rotterdam - -	"	"	
23 " -	Missouri - - -	Baltimore - -	"	5	
23 " -	France - - -	New York - -	"	43	
23 " -	Teal - - -	Harlingen - -	"	nil.	
23 " -	Ystroom - - -	Amsterdam - -	"	"	
23 " -	Mineola - - -	Baltimore - -	"	7	
24 " -	Bele - - -	Gothenburg - -	"	nil.	
24 " -	Lydian Monarch - -	New York - -	"	1	
24 " -	Richmond Hill - -	- ditto - - -	"	1	
24 " -	Starling - - -	Amsterdam - -	"	nil.	
24 " -	Pennsylvania - -	New York - -	"	39	
28 " -	Stockholm City - -	Boston - - -	"	1	
30 " -	Batavier - - -	Rotterdam - -	"	nil.	
30 " -	Widgeon - - -	- ditto - - -	"	"	
30 " -	Fremona - - -	Baltimore - -	"	16	
31 " -	Teal - - -	Harlingen - -	"	nil.	
31 " -	Ystroom - - -	Amsterdam - -	"	"	
31 " -	Persian Monarch - -	New York - -	"	7	
31 " -	Palestro - - -	- ditto - - -	"	nil.	

PORT OF ABERDEEN.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
4 July -	Niord -	Esbjerg -	nil	nil.	
15 August -	Barcelona -	Montreal -	"	"	
30 " -	Avlona -	ditto -	"	"	
1 September -	Wandrahm -	ditto -	"	1	
20 " -	Escalona -	ditto -	"	1	
28 " -	Europa -	ditto -	"	nil.	
7 October -	Baumwall -	ditto -	"	"	
27 " -	Dracona -	ditto -	"	"	
23 November -	Barcelona -	ditto -	"	"	
29 " -	Avlona -	ditto -	2	172	
1889 :					
1 August -	Grasbrook -	ditto -	nil	nil.	
9 " -	Avlona -	ditto -	"	1	
10 " -	Wandrahm -	ditto -	"	1	
31 " -	Barcelona -	ditto -	"	nil.	
4 September -	Dracona -	ditto -	"	"	
10 " -	Celia -	ditto -	"	"	
27 " -	Grasbrook -	ditto -	"	3	
4 October -	Wandrahm -	ditto -	"	nil.	
6 " -	Avlona -	ditto -	"	"	
18 " -	Freia -	ditto -	"	"	
29 " -	Cremon -	ditto -	"	"	
30 " -	Wetherby -	ditto -	"	"	
3 November -	Michigan -	ditto -	"	"	
4 " -	Esbern Snare -	Frederickshaven -	"	"	
5 " -	Dracona -	Montreal -	"	3	
6 " -	Steinhof -	ditto -	"	6	
8 " -	Clutha -	Rotterdam -	"	13	
11 " -	Esbjerg -	Frederickshaven -	"	nil.	
16 " -	Europa -	Montreal -	"	1	
19 " -	Escalona -	ditto -	"	nil.	
22 " -	Clutha -	Rotterdam -	"	"	
24 " -	Avlona -	Montreal -	"	"	
30 " -	Barcelona -	ditto -	"	"	
30 " -	Grasbrook -	ditto -	"	23	
9 December -	Forth -	Rotterdam -	"	nil.	

PORT OF BRISTOL.

1888 :					
3 April -	Jersey City -	New York -	nil	3	
6 May -	Llandaff City -	ditto -	"	nil.	
17 " -	Brooklyn City -	ditto -	"	1	
27 " -	Ontario -	Montreal -	"	1	
31 " -	Exeter City -	New York -	"	3	
1 June -	Olympia -	ditto -	"	nil.	
7 " -	Texas -	Montreal -	"	9	
16 " -	Jersey City -	New York -	"	1	
21 " -	Dominion -	Montreal -	"	nil.	
24 " -	Llandaff City -	New York -	"	"	
5 July -	Ontario -	Montreal -	"	11	
7 " -	Brooklyn City -	New York -	"	nil.	
18 " -	Texas -	Montreal -	"	"	
21 " -	Exeter City -	New York -	"	2	

PORT OF BRISTOL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
2 August	- Dominion - -	Montreal - -	nil	nil.	
5 "	- Jersey City - -	New York - -	"	4	
5 "	- Utopia - -	- ditto - -	"	1	
11 "	- Llandaff City - -	- ditto - -	"	5	
11 "	- Sidonian - -	- ditto - -	"	2	
11 "	- Italia - -	- ditto - -	"	nil.	
16 "	- Ontario - -	Montreal - -	"	1	
26 "	- Brooklyn City - -	New York - -	"	nil.	
29 "	- Texas - -	Montreal - -	"	"	
8 September	- Exeter City - -	New York - -	"	"	
13 "	- Dominion - -	Montreal - -	"	"	
21 "	- Jersey City - -	New York - -	"	4	
27 "	- Ontario - -	Montreal - -	"	nil.	
4 October	- Llandaff City - -	New York - -	"	7	
8 "	- Quebec - -	Montreal - -	"	nil.	
11 "	- Texas - -	- ditto - -	"	"	
24 "	- Dominion - -	- ditto - -	"	"	
10 November	- Ontario - -	- ditto - -	"	3	
29 "	- Quebec - -	- ditto - -	"	27	
5 December	- Dominion - -	- ditto - -	"	nil.	
1889:					
7 January	- Ontario - -	Baltimore - -	"	3	
19 "	- Dominion - -	Portland - -	"	3	
26 "	- Toronto - -	Baltimore - -	"	2	
14 February	- Texas - -	Portland - -	"	16	
10 March	- Ontario - -	Baltimore - -	"	nil.	
13 "	- Toronto - -	Portland - -	"	4	
14 "	- Exeter City - -	New York - -	"	nil.	
15 "	- Caledonia - -	- ditto - -	"	19	
25 "	- Elysia - -	- ditto - -	"	3	
30 "	- Brooklyn City - -	- ditto - -	"	3	
5 April	- Texas - -	Baltimore - -	"	13	
6 "	- Jersey City - -	New York - -	"	16	
11 "	- Bolivia - -	- ditto - -	"	11	
14 "	- Llandaff City - -	- ditto - -	"	3	
25 "	- Michigan - -	Baltimore - -	"	nil.	
26 "	- Montreal - -	Portland - -	"	"	
27 "	- Exeter City - -	New York - -	"	"	
2 May	- Dominion - -	Baltimore - -	"	"	
11 "	- Ontario - -	- ditto - -	"	"	
12 "	- Brooklyn City - -	New York - -	"	2	
13 "	- Olympia - -	- ditto - -	"	1	
22 "	- Texas - -	Montreal - -	"	nil.	
24 "	- Dracona - -	- ditto - -	"	"	
26 "	- Jersey City - -	New York - -	"	1	
3 June	- India - -	- ditto - -	"	1	
4 "	- Llandaff City - -	- ditto - -	"	nil.	
8 "	- Dominion - -	Montreal - -	"	1	
16 "	- Columbia - -	New York - -	"	23	
17 "	- Exeter City - -	- ditto - -	"	5	
18 "	- Ontario - -	Montreal - -	"	1	
25 "	- Gaditano - -	New York - -	"	48	
27 "	- Elysia - -	- ditto - -	"	nil.	
27 "	- Carolina - -	- ditto - -	"	1	
30 "	- Brooklyn City - -	- ditto - -	"	1	

PORT OF BRISTOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
2 July	Texas	Montreal	nil	nil.	
2 "	Victoria	New York	"	1	
11 "	Trinacria	ditto	"	1	
17 "	Dominion	Montreal	"	1	
18 "	Landaff City	New York	"	nil.	
20 "	Dracona	Montreal	"	"	
21 "	Montauk	New York	"	7	
24 "	Bolivia	ditto	"	nil.	
28 "	Jersey City	ditto	"	"	
30 "	Ontario	Montreal	"	"	
3 August	Exeter City	New York	"	"	
11 "	Brooklyn City	ditto	"	2	
14 "	Texas	Montreal	"	4	
17 "	Amalfi	New York	"	5	
21 "	Ascania	ditto	"	nil.	
21 "	Alsatia	ditto	"	9	
27 "	Dominion	Montreal	"	1	
30 "	Landaff City	New York	"	1	
30 "	Polaria	ditto	"	2	
30 "	Savormina	ditto	"	19	
7 September	Jersey City	ditto	"	3	
7 "	Gaditano	ditto	"	52	
12 "	Ontario	Montreal	"	nil.	
16 "	Exeter City	New York	"	"	
22 "	Eggleston Abbey	Montreal	"	1	
24 "	Texas	ditto	"	1	
28 "	Brooklyn City	New York	"	1	
28 "	Caledonia	ditto	"	3	
8 October	Gloucester City	ditto	"	nil.	
8 "	Dominion	Montreal	"	5	
21 "	Llandaff City	New York	"	1	
25 "	Alvah	Montreal	"	1	
26 "	Elfrida	ditto	"	1	
30 "	Jersey City	New York	"	25	
7 November	Exeter City	ditto	"	nil.	
8 "	Italia	ditto	"	"	
9 "	Texas	Montreal	"	"	
16 "	Eggleston Abbey	ditto	"	"	
22 "	Dominion	ditto	"	19	
2 December	Alsatia	New York	"	27	
5 "	Ontario	Montreal	"	1	

PORT OF FALMOUTH.

1888:					
3 January	Irene	Corunna	nil	3 oxen.	
5 "	Flora	ditto	"	nil.	
23 "	Irene	ditto	"	"	
31 "	Cupid	ditto	"	"	
31 "	Flora	ditto	"	"	
8 February	Irene	ditto	"	"	
9 "	Cupid	ditto	"	1 ox.	
14 "	Flora	ditto	"	nil.	
8 March	Irene	ditto	"	"	
8 "	Cupid	ditto	"	"	
24 "	Flora	ditto	"	3 oxen.	
28 "	Irene	ditto	"	nil.	
28 "	Cupid	ditto	"	"	

PORT OF FALMOUTH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
15 April -	Cedric - - -	Corunna - - -	nil	nil.	
16 " -	Flora - - -	ditto - - -	"	"	
18 " -	Cupid - - -	ditto - - -	"	"	
30 " -	Cedric - - -	ditto - - -	"	"	
30 " -	Flora - - -	ditto - - -	"	"	
3 May -	Cupid - - -	ditto - - -	"	"	
16 " -	Flora - - -	ditto - - -	"	"	
16 " -	Cedric - - -	ditto - - -	"	"	
23 " -	Cupid - - -	ditto - - -	"	"	
30 " -	Cedric - - -	ditto - - -	"	"	
30 " -	Flora - - -	ditto - - -	"	"	
8 June -	Cupid - - -	ditto - - -	"	"	
11 " -	Cedric - - -	ditto - - -	"	"	
16 " -	Flora - - -	ditto - - -	"	"	
27 " -	Cupid - - -	ditto - - -	"	"	
27 " -	Cedric - - -	ditto - - -	"	"	
29 " -	Flora - - -	ditto - - -	"	"	
16 July -	Cedric - - -	ditto - - -	"	"	
17 " -	Cupid - - -	ditto - - -	"	"	
21 " -	Flora - - -	ditto - - -	"	"	
27 " -	Cedric - - -	ditto - - -	"	"	
8 August -	Flora - - -	ditto - - -	"	"	
13 " -	Cedric - - -	ditto - - -	"	"	
22 " -	Flora - - -	ditto - - -	"	"	
23 " -	Cedric - - -	ditto - - -	"	"	
27 " -	Cupid - - -	ditto - - -	"	"	
13 September -	Cedric - - -	ditto - - -	"	"	
13 " -	Flora - - -	ditto - - -	"	"	
15 " -	Cupid - - -	ditto - - -	"	"	
29 " -	Cedric - - -	ditto - - -	"	"	
29 " -	Flora - - -	ditto - - -	"	"	
9 October -	Cupid - - -	ditto - - -	"	"	
16 " -	Cedric - - -	ditto - - -	"	"	
20 " -	Cupid - - -	ditto - - -	"	"	
29 " -	Cedric - - -	ditto - - -	"	"	
7 November -	Cupid - - -	ditto - - -	"	"	
9 " -	Cedric - - -	ditto - - -	"	"	
27 " -	Cedric - - -	ditto - - -	"	"	
27 " -	Cupid - - -	ditto - - -	"	"	
14 December -	Cupid - - -	ditto - - -	"	"	
15 " -	Cedric - - -	ditto - - -	"	"	
21 " -	Flora - - -	ditto - - -	"	"	
1889 :					
10 January -	Cupid - - -	ditto - - -	"	"	
11 " -	Cedric - - -	ditto - - -	"	"	
25 " -	Flora - - -	ditto - - -	"	"	
30 " -	Cedric - - -	ditto - - -	"	"	
30 " -	Cupid - - -	ditto - - -	"	"	
14 February -	Cupid - - -	ditto - - -	"	"	
15 " -	Cedric - - -	ditto - - -	"	2 oxen.	
23 " -	Flora - - -	ditto - - -	"	nil.	
4 March -	Cupid - - -	ditto - - -	"	"	
5 " -	Cedric - - -	ditto - - -	"	1 ox.	
29 " -	Flora - - -	ditto - - -	"	nil.	

PORT OF FALMOUTH—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
8 April -	Cupid -	Corunna -	nil	nil.	
8 " -	Cedric -	ditto -	"	"	
18 " -	Flora -	ditto -	"	"	
23 " -	Cedric -	ditto -	"	"	
23 " -	Cupid -	ditto -	"	"	
1 May -	Flora -	ditto -	"	"	
8 " -	Cedric -	ditto -	"	"	
10 " -	Cupid -	ditto -	"	"	
18 " -	Flora -	ditto -	"	"	
27 " -	Cupid -	ditto -	"	"	
27 " -	Cedric -	ditto -	"	"	
31 " -	Flora -	ditto -	"	"	
14 June -	Cedric -	ditto -	"	"	
14 " -	Cupid -	ditto -	"	"	
28 " -	Cedric -	ditto -	"	"	
3 July -	Cupid -	ditto -	"	"	
15 " -	Flora -	ditto -	"	"	
15 " -	Cedric -	ditto -	"	"	
22 " -	Cupid -	ditto -	"	"	
29 " -	Cedric -	ditto -	"	"	
1 August -	Flora -	ditto -	"	"	
7 " -	Cupid -	ditto -	"	"	
12 " -	Cedric -	ditto -	"	"	
17 " -	Flora -	ditto -	"	"	
22 " -	Cupid -	ditto -	"	"	
25 " -	Cedric -	ditto -	"	"	
2 September -	Flora -	ditto -	"	"	
9 " -	Cupid -	ditto -	"	"	
10 " -	Cedric -	ditto -	"	"	
19 " -	Flora -	ditto -	"	"	
23 " -	Cedric -	ditto -	"	"	
30 " -	Cupid -	ditto -	"	"	
7 October -	Cedric -	ditto -	"	"	
8 " -	Flora -	ditto -	"	"	
12 " -	Cupid -	ditto -	"	"	
21 " -	Flora -	ditto -	"	"	
30 " -	Cedric -	ditto -	"	"	
2 November -	Cupid -	ditto -	"	"	
12 " -	Flora -	ditto -	"	"	
19 " -	Cedric -	ditto -	"	"	
19 " -	Cupid -	ditto -	"	"	
26 " -	Flora -	ditto -	"	"	
3 December -	Cupid -	ditto -	"	"	
3 " -	Cedric -	ditto -	"	"	
12 " -	Flora -	ditto -	"	"	
14 " -	Cedric -	ditto -	"	"	
17 " -	Cupid -	ditto -	"	"	

PORT OF GLASGOW.

1888:					
9 January -	Norwegian -	Philadelphia -	nil	nil	
26 " -	Scandinavian -	Boston -	"	3	
9 February -	Carthaginian -	Boston -	"	nil.	
4 " -	Hibernian -	Philadelphia -	"	2	
22 " -	Siberian -	Boston -	"	1	
23 " -	Manitoban -	Philadelphia -	"	nil.	

PORT OF GLASGOW—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
7 March	Norwegian	Philadelphia	nil	2	
9 "	Scandinavian	Boston	"	11	
17 "	Hibernian	Philadelphia	"	nil.	
22 "	Carthaginian	Boston	"	"	
2 April	Prussian	Philadelphia	"	"	
6 "	Siberian	Boston	"	1	
14 "	Manitoban	Philadelphia	"	nil.	
16 "	Norwegian	Boston	"	1	
27 "	Grecian	Philadelphia	"	nil	
27 "	Austrian	Boston	"	2	
1 May	Carthaginian	ditto	"	nil.	
9 "	Scandinavian	ditto	"	1	
11 "	Corean	Philadelphia	"	2	
22 "	Norwegian	Montreal	"	nil.	
25 "	Hibernian	Philadelphia	"	1	
30 "	Colina	Montreal	"	11	
30 "	Concordia	ditto	"	nil.	
31 "	Buenos Ayrean	ditto	"	1	
1 June	Manitoban	Boston	"	nil.	
4 "	Grecian	Montreal	"	"	
7 "	Alcides	ditto	"	"	
8 "	Prussian	Philadelphia	"	"	
11 "	Austrian	Boston	"	3	
12 "	Carthaginian	Montreal	"	1	
12 "	Cynthia	ditto	"	nil.	
18 "	Corean	ditto	"	"	
19 "	Circe	ditto	"	"	
21 "	Scandinavian	Philadelphia	"	"	
25 "	Norwegian	Montreal	"	"	
26 "	Phœnician	Boston	"	"	
2 July	Concordia	Montreal	"	1	
3 "	Buenos Ayrean	ditto	"	nil.	
7 "	Manitoban	Boston	"	"	
9 "	Grecian	Montreal	"	"	
11 "	Alcides	ditto	"	1	
18 "	Prussian	Philadelphia	"	nil.	
23 "	Corean	Montreal	"	"	
23 "	Austrian	Boston	"	3	
23 "	Circe	Montreal	"	nil.	
30 "	Norwegian	ditto	"	2	
30 "	Colina	ditto	"	nil.	
2 August	Scandinavian	Philadelphia	"	1	
7 "	Concordia	Montreal	"	nil.	
7 "	Phœnician	Boston	"	36	
7 "	Siberian	Montreal	"	nil.	
14 "	Ripon City	Baltimore	"	"	
14 "	Hibernian	Montreal	"	"	
17 "	Waldensian	Philadelphia	"	2	
18 "	Manitoban	Boston	"	nil.	
20 "	Grecian	Montreal	"	"	
23 "	Circe	ditto	"	"	
28 "	Corean	ditto	"	"	
31 "	Colina	ditto	"	"	
3 September	Carthaginian	ditto	"	"	
10 "	Prussian	Philadelphia	"	1	
10 "	Norwegian	Montreal	"	nil.	
10 "	Concordia	ditto	"	"	
11 "	Phœnician	Boston	"	6	
12 "	Alcides	Montreal	"	1	
17 "	Siberian	ditto	"	1	
18 "	Cynthia	ditto	"	1.	
24 "	Scandinavian	Philadelphia	"	"	
24 "	Hibernian	Boston	"	2	
24 "	Circe	Montreal	"	2	
27 "	Grecian	ditto	"	nil.	

PORT OF GLASGOW—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
2 October	Corean	Montreal	nil	nil.	
6 "	Colina	- ditto	"	"	
8 "	Manitoban	Philadelphia	"	"	
8 "	Carthaginian	Montreal	"	"	
9 "	Waldensian	Boston	"	10	
15 "	Norwegian	Montreal	"	nil.	
16 "	Concordia	- ditto	"	"	
18 "	Prussian	Boston	"	1	
19 "	Phœnician	Philadelphia	"	24	
22 "	Aleides	Montreal	"	1	
23 "	Cynthia	- ditto	"	nil.	
29 "	Scandinavian	Philadelphia	"	9	
29 "	Circe	Montreal	"	nil.	
30 "	Hibernian	- ditto	"	"	
5 November					
5 "	Corean	Boston	"	2	
14 "	Grecian	Montreal	"	nil.	
14 "	Carthaginian	- ditto	"	3	
15 "	Colina	- ditto	"	1	
16 "	Manitoban	Philadelphia	"	2	
19 "	Prussian	Boston	"	1	
19 "	Norwegian	Montreal	"	nil.	
20 "	Concordia	- ditto	"	2	
28 "	Aleides	- ditto	"*	nil	* No note of any loss of life.
29 "	Siberian	- ditto	"	2	
3 December					
7 "	Phœnician	Philadelphia	"	71	
17 "	Scandinavian	Boston	"	2	
18 "	Grecian	Philadelphia	"	12	
18 "	Carthaginian	Boston	"	nil.	
25 "	Hibernian	- ditto	"	"	
31 "	Manitoban	Philadelphia	"	"	
31 "	Siberian	Boston	"	"	
1889 :					
14 January	Prussian	Philadelphia	"	nil.	
15 "	Norwegian	Boston	"	1	
26 "	Scandinavian	Philadelphia	"	nil.	
29 "	Austrian	Boston	"	4	
4 February					
16 "	Carthaginian	- ditto	"	1	
18 "	Hibernian	- ditto	"	2	
18 "	Manitoban	Philadelphia	"	nil.	
19 "	Italia	Boston	"	"	
20 "	Michigan	Baltimore	"	1	
20 "	California	New York	"	1	
21 "	Anglia	- ditto	"	1	
1 March					
4 "	Norwegian	Philadelphia	"	2	
5 "	Belgravia	New York	"	nil.	
5 "	Siberian	Boston	"	"	
16 "	Scandinavian	Philadelphia	"	1	
18 "	Prussian	Boston	"	nil.	
26 "	Carthaginian	Philadelphia	"	12	
1 April					
3 "	Circe	Baltimore	"	6	
10 "	Manitoban	Boston	"	5	
10 "	Norwegian	Philadelphia	"	1	
15 "	Siberian	Boston	"	1	
15 "	Aleides	Baltimore	"	nil.	
15 "	Trinacria	Boston	"	"	
24 "	Prussian	Philadelphia	"	4	
26 "	Monte Videan	Baltimore	"	1	
26 "	Cyntha	- ditto	"	nil.	
30 "	Carthaginian	Boston	"	1	

PORT OF GLASGOW—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
8 May -	Scandinavian -	Philadelphia -	nil	2	
11 " -	Corean -	Boston -	"	1	
15 " -	Norwegian -	Montreal -	"	nil.	
21 " -	Concordia -	- ditto -	"	"	
21 " -	Manitobian -	Philadelphia -	"	10	
22 " -	Siberian -	Boston -	"	3	
22 " -	Nestorian -	Montreal -	"	2	
25 " -	Albany -	New York -	"	12	
28 " -	Colina -	Montreal -	"	nil.	
31 " -	Strathleven -	New York -	"	50	
4 June -	Buenos Ayrean -	Montreal -	"	1	
4 " -	Alcides -	- ditto -	"	nil.	
5 " -	Prussian -	Philadelphia -	"	3	
7 " -	Austrian -	Boston -	"	nil.	
10 " -	Sarmatian -	Montreal -	"	"	
15 " -	Caledonia -	Boston -	"	"	
17 " -	Corean -	Montreal -	"	"	
18 " -	Circe -	- ditto -	"	"	
20 " -	Scandinavian -	Philadelphia -	"	10	
21 " -	Norwegian -	Montreal -	"	nil.	
22 " -	Hibernian -	Baltimore -	"	46	
24 " -	Manitoban -	Boston -	"	nil.	
25 " -	Concordia -	Montreal -	"	5	
29 " -	Siberian -	- ditto -	"	1	
1 July -	Edenmore -	Baltimore -	"	nil.	
2 " -	Waldensian -	Philadelphia -	"	28	
4 " -	Nestorian -	Boston -	"	nil.	
11 " -	Mineola -	New York -	2*	3	*(1) Fireman supposed drowned. (2) Cattleman drowned. Fell overboard accidentally, whilst going to dinner. Nasty cross chopping sea running at the time.
15 " -	Prussian -	Montreal -	nil	nil.	
15 " -	Alcides -	- ditto -	"	14	
16 " -	Anglia -	New York -	"	nil.	
18 " -	Colina -	Montreal -	"	1	
26 " -	Sarmatian -	- ditto -	"	1	
29 " -	Corean -	- ditto -	"	nil.	
29 " -	Scandinavian -	Boston -	"	5	
31 " -	Circe -	Montreal -	"	2	
1 August -	Turquoise -	Baltimore -	"	2	
2 " -	Hibernian -	Philadelphia -	"	122	
2 " -	Norwegian -	Montreal -	"	nil.	
7 " -	Phœnician -	Philadelphia -	"	60	
8 " -	Italia -	New York -	"	2	
8 " -	Manitoban -	Boston -	"	1	
12 " -	Concordia -	Montreal -	"	nil.	
12 " -	Siberian -	- ditto -	"	"	
17 " -	Nestorian -	Philadelphia -	"	43	
17 " -	Pomeranian -	Montreal -	"	nil.	
19 " -	Warwick -	- ditto -	"	1	
20 " -	Alcides -	- ditto -	"	nil.	
22 " -	Prussian -	Boston -	"	5	
26 " -	Colina -	Montreal -	"	1	
27 " -	Corean -	- ditto -	"	nil.	
28 " -	State of Alabama -	New York -	"	5	
30 " -	Scandinavian -	Boston -	"	2	
31 " -	California -	New York -	"	28	
31 " -	Olympia -	Boston -	"	7	
2 September -	North Durham -	Baltimore -	1*	10	* A. B. Supposed dysentery.
2 " -	Circe -	Montreal -	nil	nil.	
3 " -	Norwegian -	- ditto -	"	"	
3 " -	Rosarian -	Philadelphia -	"	29	
4 " -	Mineola -	New York -	"	8	
5 " -	Hibernian -	Boston -	"	18	
5 " -	Arecibo -	Baltimore -	"	4	

PORT OF GLASGOW—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
9 September	Monte Videa	Baltimore	nil	65	
10 "	Lucerne	Philadelphia	"	16	
13 "	Concordia	Montreal	"	15	
14 "	Monarch	Baltimore	"	6	
16 "	Siberian	Montreal	"	1	
17 "	Montauk	New York	"	72	
20 "	Warwick	Montreal	"	nil.	
20 "	Nestorian	Boston	"	21	
21 "	Manitoban	Philadelphia	"	25	
23 "	Pomeranian	Montreal	"	1	
26 "	Alcides	- ditto -	"	nil.	
30 "	Corean	- ditto -	"	1	
1 October	Colina	- ditto -	"	nil.	
3 "	Prussian	Philadelphia	"	4	
3 "	Scandinavian	Boston	"	1	
5 "	Sarmatian	Montreal	"	1	
7 "	Assyria	Baltimore	"	4	
8 "	Circe	Montreal	"	nil.	
11 "	State of Alabama	New York	"	5	
12 "	Norwegian	Montreal	"	3	
16 "	Hibernian	Philadelphia	"	nil.	
17 "	Concordia	Montreal	"	1	
18 "	Siberian	- ditto -	"	2	
19 "	Austrian	Baltimore	"	1	
23 "	North Durham	- ditto -	"	281	
25 "	Alexandria	- ditto -	"	10	
25 "	Warwick	Montreal	"	nil.	
28 "	Nestorian	Boston	"	1	
28 "	Pomerian	Montreal	"	nil.	
1 November	Alcides	- ditto -	"	4	
4 "	Manitoban	Philadelphia	"	16	
4 "	Corean	Montreal	"	51	
6 "	Colina	- ditto -	"	nil.	
7 "	Australia	New York	"	7	
8 "	Scandinavian	Boston	"	1	
8 "	Bombay	Baltimore	"	4	
12 "	Circe	Montreal	"	6	
13 "	Norwegian	- ditto -	"	2	
16 "	Prussian	Philadelphia	"	6	
19 "	Hibernian	Montreal	"	nil.	
19 "	Kairos	Baltimore	"	6	
23 "	Concordia	Montreal	"	116	
25 "	Austrian	Boston	"	6	
27 "	Siberian	Montreal	"	10	
27 "	Ismailia	Baltimore	"	1	
29 "	State of Alabama	New York	"	42	
3 December	Warwick	Montreal	"	nil.	
7 "	Nestorian	Philadelphia	"	3	
10 "	Manitoban	Boston	"	1	
13 "	Alcides	Baltimore	"	12	
20 "	Scandinavian	Philadelphia	"	29	
23 "	Norwegian	Boston	"	1	
30 "	Hibernian	- ditto -	"	44	
31 "	Serica	Baltimore	"	47	
31 "	Hispania	New York	"	8	

PORT OF GRIMSBY.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
14 March -	Bradford -	Rotterdam -	nil	nil.	
28 " -	ditto -	ditto -	"	"	
11 April -	ditto -	ditto -	"	"	
18 " -	ditto -	ditto -	"	"	
2 May -	ditto -	ditto -	"	"	
9 " -	ditto -	ditto -	"	"	
16 " -	ditto -	ditto -	"	"	
23 " -	ditto -	ditto -	"	"	
30 " -	ditto -	ditto -	"	"	
6 June -	ditto -	ditto -	"	"	
13 " -	ditto -	ditto -	"	"	
20 " -	ditto -	ditto -	"	"	
27 " -	ditto -	ditto -	"	"	
1889 :					
17 April -	ditto -	ditto -	"	"	
24 " -	ditto -	ditto -	"	"	
1 May -	ditto -	ditto -	"	"	
8 " -	ditto -	ditto -	"	"	
16 " -	ditto -	ditto -	"	"	
22 " -	ditto -	ditto -	"	"	
29 " -	ditto -	ditto -	"	"	
5 June -	ditto -	ditto -	"	"	
12 " -	ditto -	ditto -	"	"	
19 " -	ditto -	ditto -	"	"	
26 " -	ditto -	ditto -	"	"	
3 July -	ditto -	ditto -	"	"	
10 " -	ditto -	ditto -	"	"	
17 " -	ditto -	ditto -	"	"	
24 " -	Ashton -	ditto -	"	"	
31 " -	ditto -	ditto -	"	"	
8 August -	ditto -	ditto -	"	"	
14 " -	ditto -	ditto -	"	"	
21 " -	ditto -	ditto -	"	"	
28 " -	ditto -	ditto -	"	"	
4 September -	ditto -	ditto -	"	"	

PORT OF HARWICH.

1888 :					
8 January -	Riberhuus -	Esbjerg -	nil	nil.	
13 " -	ditto -	ditto -	"	"	
20 " -	Expres -	ditto -	"	"	
27 " -	Riberhuus -	ditto -	"	"	
3 February -	Expres -	ditto -	"	"	
10 " -	Riberhuus -	ditto -	"	"	
17 " -	Expres -	ditto -	"	"	
24 " -	Minsk -	ditto -	"	"	
2 March -	Expres -	ditto -	"	"	
8 " -	ditto -	ditto -	"	"	
9 " -	Riberhuus -	ditto -	"	"	
16 " -	Expres -	ditto -	"	"	
22 " -	ditto -	ditto -	"	"	
24 " -	Kronen -	ditto -	"	"	
29 " -	Esbjerg -	ditto -	"	"	
30 " -	Riberhuus -	ditto -	"	"	

PORT OF HARWICH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	2.	3.	4.	6.
1888:					
5 April	Riberhuus	Esbjerg	nil	nil.	
6 "	Expres	ditto	"	"	
11 "	ditto	ditto	"	"	
13 "	Riberhuus	ditto	"	"	
20 "	Expres	ditto	"	"	
27 "	Riberhuus	ditto	"	"	
4 May	Expres	ditto	"	"	
11 "	Riberhuus	ditto	"	"	
18 "	Expres	ditto	"	"	
25 "	Riberhuus	ditto	"	"	
15 June	Expres	ditto	"	"	
22 "	Riberhuus	ditto	"	"	
29 "	Expres	ditto	"	"	
6 July	Riberhuus	ditto	"	"	
13 "	Expres	ditto	"	"	
20 "	Romney	ditto	"	"	
27 "	Riberhuus	ditto	"	"	
3 August	Romney	ditto	"	"	
10 "	Riberhuus	ditto	"	"	
17 "	Expres	ditto	"	"	
24 "	Riberhuus	ditto	"	"	
31 "	Expres	ditto	"	"	
7 September	Riberhuus	ditto	"	"	
14 "	Expres	ditto	"	"	
21 "	Riberhuus	ditto	"	"	
28 "	Expres	ditto	"	"	
6 October	Riberhuus	ditto	"	"	
12 "	Expres	ditto	"	"	
19 "	Riberhuus	ditto	"	"	
2 November	Riberhuus	ditto	"	"	
9 "	Expres	ditto	"	"	
16 "	Riberhuus	ditto	"	"	
23 "	Expres	ditto	"	"	
30 "	Riberhuus	ditto	"	"	
7 December	Expres	ditto	"	"	
14 "	Riberhuus	ditto	"	"	
21 "	Expres	ditto	"	"	
31 "	ditto	ditto	"	"	
1889:					
4 January	Expres	ditto	"	"	
11 "	Riberhuus	ditto	"	"	
18 "	Expres	ditto	"	"	
25 "	Riberhuus	ditto	"	"	
28 "	Expres	ditto	"	"	
31 "	Riberhuus	ditto	"	"	
1 February	Expres	ditto	"	"	
4 "	Riberhuus	ditto	"	"	
7 "	Expres	ditto	"	"	
8 "	Riberhuus	ditto	"	"	
14 "	ditto	ditto	"	"	
16 "	Expres	ditto	"	"	
21 "	ditto	ditto	"	"	
22 "	Riberhuus	ditto	"	"	
23 "	Kronen	ditto	"	"	
28 "	Riberhuus	ditto	"	"	

PORT OF HARWICH—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
1 March	- Expres - - -	- Esbjerg - - -	- nil	- nil	
9 "	- Riberhuus - - -	- ditto - - -	- "	- "	
14 "	- ditto - - -	- ditto - - -	- "	- "	
15 "	- Expres - - -	- ditto - - -	- "	- "	
22 "	- Riberhuus - - -	- ditto - - -	- "	- "	
28 "	- ditto - - -	- ditto - - -	- "	- "	
29 "	- Expres - - -	- ditto - - -	- "	- "	
5 April	- Riberhuus - - -	- ditto - - -	- "	- "	
11 "	- ditto - - -	- ditto - - -	- "	- "	
12 "	- Expres - - -	- ditto - - -	- "	- "	
17 "	- ditto - - -	- ditto - - -	- "	- "	
19 "	- Riberhuus - - -	- ditto - - -	- "	- "	
26 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
2 May	- ditto - - -	- ditto - - -	- "	- "	
10 "	- ditto - - -	- ditto - - -	- "	- "	
17 "	- Minsk - - -	- ditto - - -	- "	- "	
24 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
30 "	- Riberhuus - - -	- ditto - - -	- "	- "	
31 "	- Minsk - - -	- ditto - - -	- "	- "	
7 June	- Koldinghuus - - -	- ditto - - -	- "	- "	
10 "	- Minsk - - -	- ditto - - -	- "	- "	
14 "	- Riberhuus - - -	- ditto - - -	- "	- "	
21 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
30 "	- Expres - - -	- ditto - - -	- "	- "	
4 July	- Riberhuus - - -	- ditto - - -	- "	- "	
5 "	- Expres - - -	- ditto - - -	- "	- "	
8 "	- Riberhuus - - -	- ditto - - -	- "	- "	
12 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
19 "	- ditto - - -	- ditto - - -	- "	- "	
26 "	- Expres - - -	- ditto - - -	- "	- "	
2 August	- Koldinghuus - - -	- ditto - - -	- "	- "	
5 "	- Expres - - -	- ditto - - -	- "	- "	
9 "	- ditto - - -	- ditto - - -	- "	- "	
16 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
22 "	- ditto - - -	- ditto - - -	- "	- "	
23 "	- Expres - - -	- ditto - - -	- "	- "	
30 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
2 September	- Taurus - - -	- Harlingen - - -	- "	- "	
3 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
4 "	- Taurus - - -	- Harlingen - - -	- "	- "	
4 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
5 "	- Koldinghuus - - -	- Esbjerg - - -	- "	- "	
11 "	- Taurus - - -	- Harlingen - - -	- "	- "	
12 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
13 "	- Koldinghuus - - -	- Esbjerg - - -	- "	- "	
14 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
14 "	- Taurus - - -	- Harlingen - - -	- "	- "	
16 "	- Expres - - -	- Esbjerg - - -	- "	- "	
17 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
18 "	- Taurus - - -	- Harlingen - - -	- "	- "	
19 "	- Express - - -	- Esbjerg - - -	- "	- "	
19 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
20 "	- Koldinghuus - - -	- Esbjerg - - -	- "	- "	
21 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
22 "	- Teal - - -	- Harlingen - - -	- "	- "	
23 "	- Express - - -	- Esbjerg - - -	- "	- "	
24 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
25 "	- Teal - - -	- Harlingen - - -	- "	- "	
26 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
26 "	- Express - - -	- Esbjerg - - -	- "	- "	
27 "	- Koldinghuus - - -	- ditto - - -	- "	- "	
28 "	- Harwich - - -	- Rotterdam - - -	- "	- "	
29 "	- Teal - - -	- Harlingen - - -	- "	- "	
30 "	- Expres - - -	- Esbjerg - - -	- "	- "	

PORT OF HARWICH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
1 October	- Harwich - - -	- Rotterdam - - -	nil	nil.	
3 "	- ditto - - -	- ditto - - -	"	"	
4 "	- Expres - - -	- Esbjerg - - -	"	"	
5 "	- Harwich - - -	- Rotterdam - - -	"	"	
5 "	- Teal - - -	- Harlingen - - -	"	"	
8 "	- Harwich - - -	- Rotterdam - - -	"	"	
10 "	- ditto - - -	- ditto - - -	"	"	
11 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
12 "	- Harwich - - -	- Rotterdam - - -	"	"	
12 "	- Taurus - - -	- Harlingen - - -	"	"	
14 "	- Expres - - -	- Esbjerg - - -	"	"	
15 "	- Harwich - - -	- Rotterdam - - -	"	"	
17 "	- ditto - - -	- ditto - - -	"	"	
18 "	- Expres - - -	- Esbjerg - - -	"	"	
19 "	- Harwich - - -	- Rotterdam - - -	"	"	
21 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
22 "	- Harwich - - -	- Rotterdam - - -	"	"	
24 "	- ditto - - -	- ditto - - -	"	"	
25 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
26 "	- Harwich - - -	- Rotterdam - - -	"	"	
26 "	- Taurus - - -	- Harlingen - - -	"	"	
28 "	- Expres - - -	- Esbjerg - - -	"	"	
29 "	- Harwich - - -	- Rotterdam - - -	"	"	
31 "	- ditto - - -	- ditto - - -	"	"	
31 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
1 November	- Expres - - -	- ditto - - -	"	"	
2 "	- Taurus - - -	- Harlingen - - -	"	"	
2 "	- Harwich - - -	- Rotterdam - - -	"	"	
4 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
5 "	- Harwich - - -	- Rotterdam - - -	"	"	
6 "	- ditto - - -	- ditto - - -	"	"	
8 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
8 "	- Harwich - - -	- Rotterdam - - -	"	"	
9 "	- Taurus - - -	- Harlingen - - -	"	"	
10 "	- Expres - - -	- Esbjerg - - -	"	"	
12 "	- Harwich - - -	- Rotterdam - - -	"	"	
14 "	- Expres - - -	- Esbjerg - - -	"	"	
14 "	- Koldinghuus - - -	- ditto - - -	"	"	
16 "	- Harwich - - -	- Rotterdam - - -	"	"	
18 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
19 "	- Harwich - - -	- Rotterdam - - -	"	"	
21 "	- ditto - - -	- ditto - - -	"	"	
22 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
25 "	- Expres - - -	- ditto - - -	"	"	
26 "	- Harwich - - -	- Rotterdam - - -	"	"	
28 "	- ditto - - -	- ditto - - -	"	"	
28 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
29 "	- Expres - - -	- ditto - - -	"	"	
30 "	- Harwich - - -	- Rotterdam - - -	"	"	
1 December	- Koldinghuus - - -	- Esbjerg - - -	"	"	
5 "	- Harwich - - -	- Rotterdam - - -	"	"	
6 "	- Koldinghuus - - -	- Esbjerg - - -	"	"	
7 "	- Harwich - - -	- Rotterdam - - -	"	"	
9 "	- Expres - - -	- Esbjerg - - -	"	"	
12 "	- Harwich - - -	- Rotterdam - - -	"	"	
13 "	- Expres - - -	- Esbjerg - - -	"	"	
16 "	- Koldinghuus - - -	- ditto - - -	"	"	
20 "	- ditto - - -	- ditto - - -	"	"	
23 "	- Expres - - -	- ditto - - -	"	"	
26 "	- Koldinghuus - - -	- ditto - - -	"	"	
30 "	- Expres - - -	- ditto - - -	"	"	

PORT OF HULL.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
1 January	- Swanland -	- Harlingen -	nil	nil.	
8 "	- ditto -	- ditto -	"	"	
14 "	- Martello -	- New York -	"	1	
17 "	- Swanland -	- Harlingen -	"	nil.	
22 "	- ditto -	- ditto -	"	"	
24 "	- Marengo -	- New York -	"	"	
28 "	- Colorado -	- ditto -	"	4	
30 "	- Swanland -	- Harlingen -	"	nil.	
5 February	- ditto -	- ditto -	"	"	
12 "	- ditto -	- ditto -	"	"	
13 "	- Galileo -	- New York -	"	"	
19 "	- Swanland -	- Harlingen -	"	"	
27 "	- ditto -	- ditto -	"	"	
4 March	- ditto -	- ditto -	"	"	
11 "	- ditto -	- ditto -	"	"	
16 "	- Alert -	- ditto -	"	"	
19 "	- Swanland -	- ditto -	"	"	
22 "	- Alert -	- ditto -	"	"	
25 "	- Swanland -	- ditto -	"	"	
28 "	- Ouse -	- Rotterdam -	"	"	
29 "	- European -	- Amsterdam -	"	"	
29 "	- Alert -	- Harlingen -	"	"	
1 April	- Swanland -	- ditto -	"	"	
5 "	- Alert -	- ditto -	"	"	
5 "	- European -	- Amsterdam -	"	"	
6 "	- Galileo -	- New York -	"	"	
8 "	- Swanland -	- Harlingen -	"	"	
11 "	- Ouse -	- Rotterdam -	"	"	
12 "	- European -	- Amsterdam -	"	"	
12 "	- Alert -	- Harlingen -	"	"	
15 "	- Swanland -	- ditto -	"	"	
18 "	- Ouse -	- Rotterdam -	"	"	
19 "	- European -	- Amsterdam -	"	1	
19 "	- Alert -	- Harlingen -	"	nil.	
22 "	- Swanland -	- ditto -	"	"	
25 "	- Ouse -	- Rotterdam -	"	"	
26 "	- European -	- Amsterdam -	"	"	
26 "	- Alert -	- Harlingen -	"	"	
29 "	- Swanland -	- ditto -	"	"	
3 May	- European -	- Amsterdam -	"	"	
3 "	- Alert -	- Harlingen -	"	"	
6 "	- Swanland -	- ditto -	"	"	
10 "	- Alert -	- ditto -	"	1	
10 "	- Santiago -	- New York -	"	1	
13 "	- Swanland -	- Harlingen -	"	nil.	
17 "	- Alert -	- ditto -	"	"	
17 "	- Colorado -	- New York -	"	"	
20 "	- Swanland -	- Harlingen -	"	"	
22 "	- Hero -	- Drontheim -	"	"	
24 "	- Alert -	- Harlingen -	"	"	
27 "	- Galileo -	- New York -	"	"	
27 "	- Swanland -	- Harlingen -	"	"	
31 "	- Alert -	- ditto -	"	"	
3 June	- Swanland -	- ditto -	"	1	
7 "	- Alert -	- ditto -	"	nil.	
10 "	- Swanland -	- ditto -	"	"	
12 "	- Martello -	- New York -	"	"	
14 "	- Alert -	- Harlingen -	"	"	
17 "	- Swanland -	- ditto -	"	"	
21 "	- Alert -	- ditto -	"	"	
24 "	- Swanland -	- ditto -	"	"	
28 "	- Alert -	- ditto -	"	"	

PORT OF HULL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
1 July -	Swanland -	Harlingen -	nil	nil.	
8 " -	Dynamo -	Jersey -	"	"	
5 " -	Alert -	Harlingen -	"	"	
8 " -	Swanland -	ditto -	"	"	
12 " -	Alert -	ditto -	"	"	
15 " -	Swanland -	ditto -	"	1	
19 " -	Alert -	ditto -	"	nil.	
22 " -	Swanland -	ditto -	"	"	
22 " -	Dynamo -	Jersey -	"	"	
23 " -	Rosa -	ditto -	"	"	
26 " -	Alert -	Harlingen -	"	"	
27 " -	Martello -	New York -	"	"	
29 " -	Swanland -	Harlingen -	"	"	
2 August -	Norma -	Ghent -	"	"	
2 " -	Alert -	Harlingen -	"	"	
5 " -	Swanland -	ditto -	"	"	
8 " -	Santiago -	New York -	"	6	
9 " -	Alert -	Harlingen -	"	nil.	
12 " -	Swanland -	ditto -	"	"	
13 " -	Eldorado -	Bergen -	"	"	
16 " -	Alert -	Harlingen -	"	"	
19 " -	Swanland -	ditto -	"	"	
23 " -	Alert -	ditto -	"	"	
26 " -	Swanland -	ditto -	"	"	
30 " -	Alert -	ditto -	"	"	
2 September -	Swanland -	ditto -	"	"	
6 " -	Alert -	ditto -	"	"	
9 " -	Swanland -	ditto -	"	"	
13 " -	Alert -	ditto -	"	"	
17 " -	Swanland -	ditto -	"	"	
20 " -	Alert -	ditto -	"	"	
20 " -	Domino -	Bergen -	"	"	
22 " -	Otranto -	New York -	"	"	
23 " -	Swanland -	Harlingen -	"	"	
26 " -	Santiago -	New York -	"	"	
27 " -	Alert -	Harlingen -	"	"	
30 " -	Swanland -	ditto -	"	"	
1 October -	Domino -	Bergen -	"	"	
4 " -	Alert -	Harlingen -	"	"	
5 " -	Colorado -	New York -	"	1	
7 " -	Swanland -	Harlingen -	"	nil.	
11 " -	Alert -	ditto -	"	"	
14 " -	Galileo -	New York -	"	2	
15 " -	Swanland -	Harlingen -	"	1	
18 " -	Alert -	ditto -	"	nil.	
22 " -	Swanland -	ditto -	"	"	
23 " -	Martello -	New York -	"	"	
25 " -	Alert -	Harlingen -	"	"	
26 " -	Buffalo -	New York -	"	"	
28 " -	Swanland -	Harlingen -	"	"	
1 November -	Alert -	ditto -	"	"	
4 " -	Swanland -	ditto -	"	"	
8 " -	Alert -	ditto -	"	"	
13 " -	Swanland -	ditto -	"	"	
15 " -	Alert -	ditto -	"	"	
19 " -	Swanland -	ditto -	"	"	
27 " -	ditto -	ditto -	"	"	
3 December -	ditto -	ditto -	"	"	
9 " -	ditto -	ditto -	"	"	
15 " -	Buffalo -	New York -	"	"	
16 " -	Swanland -	Harlingen -	"	"	
23 " -	ditto -	ditto -	"	"	
29 " -	Santiago -	New York -	"	"	
30 " -	Swanland -	Harlingen -	"	"	

PORT OF HULL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
7 January	Swanland	Harlingen	nil.	nil.	
14 "	ditto	ditto	"	"	
20 "	ditto	ditto	"	"	
27 "	ditto	ditto	"	"	
1 February	Buffalo	New York	"	1	
4 "	Swanland	Harlingen	"	nil.	
12 "	ditto	ditto	"	"	
12 "	Santiago	New York	"	"	
17 "	Swanland	Harlingen	"	"	
21 "	Alert	ditto	"	"	
24 "	Swanland	ditto	"	"	
3 March	ditto	ditto	"	"	
11 "	ditto	ditto	"	"	
14 "	Alert	ditto	"	"	
17 "	Swanland	ditto	"	"	
18 "	Buffalo	New York	"	"	
21 "	Alert	Harlingen	"	"	
22 "	Santiago	New York	"	"	
25 "	Swanland	Harlingen	"	"	
28 "	Alert	ditto	"	"	
31 "	Swanland	ditto	"	"	
1 April	Martello	New York	"	"	
4 "	Alert	Harlingen	"	"	
7 "	Swanland	ditto	"	"	
10 "	Derwent	Rotterdam	"	"	
11 "	European	Amsterdam	"	"	
11 "	Alert	Harlingen	"	"	
13 "	Galileo	New York	"	1	
14 "	Swanland	Harlingen	"	1	
17 "	Derwent	Rotterdam	"	nil.	
17 "	European	Amsterdam	"	"	
18 "	Alert	Harlingen	"	"	
21 "	Swanland	ditto	"	"	
24 "	Derwent	Rotterdam	"	"	
25 "	European	Amsterdam	"	"	
25 "	Alert	Harlingen	"	"	
25 "	Apollo	New York	"	"	
27 "	Buffalo	ditto	"	2	
27 "	Swanland	Harlingen	"	nil	
1 May	Derwent	Rotterdam	"	"	
1 "	European	Amsterdam	"	"	
2 "	Alert	Harlingen	"	"	
5 "	Swanland	ditto	"	"	
5 "	Santiago	New York	"	"	
8 "	Derwent	Rotterdam	"	"	
9 "	Alert	Harlingen	"	"	
12 "	Swanland	ditto	"	"	
14 "	Martello	New York	"	"	
16 "	Alert	Harlingen	"	"	
19 "	Swanland	ditto	"	"	
22 "	Derwent	Rotterdam	"	"	
23 "	Colorado	New York	"	"	
23 "	Alert	Harlingen	"	"	
26 "	Swanland	ditto	"	"	
26 "	Ouse	Rotterdam	"	"	
29 "	Calder	ditto	"	"	
29 "	Galileo	New York	"	"	
30 "	Alert	Harlingen	"	"	
2 June	Swanland	ditto	"	"	
5 "	Derwent	Rotterdam	"	"	
5 "	European	Amsterdam	"	"	
6 "	Alert	Harlingen	"	"	
9 "	Swanland	ditto	"	"	
12 "	Derwent	Rotterdam	"	"	

PORT OF HULL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
13 June -	Alert -	Harlingen -	nil	nil.	
16 " -	Swanland -	- ditto -	"	"	
19 " -	Derwent -	Rotterdam -	"	"	
20 " -	Alert -	Harlingen -	"	1	
20 " -	Leona -	Jersey -	"	nil.	
23 " -	Swanland -	Harlingen -	"	1	
27 " -	Alert -	- ditto -	"	nil.	
30 " -	Swanland -	- ditto -	"	"	
4 July -	Alert -	- ditto -	"	"	
7 " -	Swanland -	- ditto -	"	"	
11 " -	Alert -	- ditto -	"	"	
14 " -	Leona -	Jersey -	"	"	
14 " -	Swanland -	Harlingen -	"	"	
15 " -	Eldorado -	Stavanger -	"	"	
18 " -	Alert -	Harlingen -	"	"	
19 " -	Rosa -	Jersey -	"	"	
19 " -	Buffalo -	New York -	"	"	
21 " -	Dynamo -	Jersey -	"	"	
21 " -	Swanland -	Harlingen -	"	"	
25 " -	Alert -	- ditto -	"	"	
28 " -	Swanland -	- ditto -	"	"	
1 August -	Alert -	- ditto -	"	"	
2 " -	Hindoo -	New York -	"	14	
3 " -	Santiago -	- ditto -	"	2	
4 " -	Swanland -	Harlingen -	"	nil.	
5 " -	Eldorado -	Stavanger -	"	"	
8 " -	Alert -	Harlingen -	"	"	
11 " -	Swanland -	- ditto -	"	"	
11 " -	Martello -	New York -	"	"	
15 " -	Alert -	Harlingen -	"	"	
17 " -	Colorado -	New York -	"	"	
18 " -	Swanland -	Harlingen -	"	"	
22 " -	Alert -	- ditto -	"	"	
25 " -	Swanland -	- ditto -	"	2	
29 " -	Alert -	- ditto -	"	nil.	
31 " -	Buffalo -	New York -	"	"	
1 September -	Swanland -	Harlingen -	"	"	
2 " -	Eldorado -	Stavanger -	"	"	
5 " -	European -	Amsterdam -	"	"	
5 " -	Alert -	Harlingen -	"	"	
8 " -	Swanland -	- ditto -	"	"	
12 " -	Alert -	- ditto -	"	"	
15 " -	Swanland -	- ditto -	"	"	
18 " -	Derwent -	Rotterdam -	"	"	
18 " -	European -	Amsterdam -	"	"	
19 " -	Alert -	Harlingen -	"	"	
22 " -	Swanland -	- ditto -	"	"	
22 " -	Domino -	Stavanger -	"	"	
23 " -	Martello -	New York -	"	2	
25 " -	Derwent -	Rotterdam -	"	nil.	
28 " -	European -	Amsterdam -	"	"	
28 " -	Alert -	Harlingen -	"	"	
30 " -	Swanland -	- ditto -	"	"	
1 October -	Domino -	Stavanger -	"	"	
2 " -	Seagull -	Amsterdam -	"	"	
3 " -	Alert -	Harlingen -	"	"	
6 " -	Swanland -	- ditto -	"	"	
9 " -	Domino -	Stavanger -	"	3	
10 " -	Alert -	Harlingen -	"	nil.	
13 " -	Swanland -	- ditto -	"	"	
15 " -	Hero -	Stavanger -	"	"	
17 " -	Alert -	Harlingen -	"	"	
19 " -	Santiago -	New York -	"	"	
20 " -	Seahorse -	Amsterdam -	"	"	

PORT OF HULL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
22 October	- Swanland	- Harlingen	- nil	- nil.	
22 "	- Hero	- Stavanger	- "	- "	
24 "	- European	- Amsterdam	- "	- "	
25 "	- Seagull	- Rotterdam	- "	- "	
28 "	- Eldorado	- Stavanger	- "	- "	
29 "	- Swanland	- Harlingen	- "	- "	
31 "	- Hindoo	- New York	- "	- 4	
4 November	- Seahorse	- Amsterdam	- "	- nil.	
4 "	- Eldorado	- Stavanger	- "	- "	
4 "	- Swanland	- Harlingen	- "	- 1	
6 "	- Derwent	- Rotterdam	- "	- nil.	
7 "	- Alert	- Harlingen	- "	- "	
7 "	- Martello	- New York	- "	- "	
10 "	- Swanland	- Harlingen	- "	- "	
10 "	- Seahorse	- Amsterdam	- "	- "	
11 "	- Eldorado	- Stavanger	- "	- "	
14 "	- Alert	- Harlingen	- "	- "	
15 "	- Colorado	- New York	- "	- 1	
17 "	- Galileo	- ditto	- "	- nil.	
17 "	- Swanland	- Harlingen	- "	- "	
18 "	- Eldorado	- Stavanger	- "	- "	
23 "	- Buffalo	- New York	- "	- 1	
24 "	- Ouse	- Rotterdam	- "	- nil.	
25 "	- Swanland	- Harlingen	- "	- "	
25 "	- Eldorado	- Bergen	- "	- "	
1 December	- Swanland	- Harlingen	- "	- "	
4 "	- Seahorse	- Amsterdam	- "	- "	
5 "	- Alert	- Harlingen	- "	- "	
8 "	- Swanland	- ditto	- "	- "	
9 "	- Eldorado	- Stavanger	- "	- "	
11 "	- Derwent	- Rotterdam	- "	- "	
16 "	- Swanland	- Harlingen	- "	- "	
16 "	- Ouse	- Rotterdam	- "	- "	
17 "	- Hindoo	- New York	- "	- "	
18 "	- Domino	- Drontheim	- "	- "	
20 "	- Edith	- Rotterdam	- "	- "	
23 "	- Swanland	- Harlingen	- "	- "	
24 "	- Martello	- New York	- "	- "	
30 "	- Colorado	- ditto	- "	- "	

PORT OF LEITH.

1888:					
19 February	- Rona	- Copenhagen	- nil	- nil.	
26 "	- Thorsa	- ditto	- "	- "	
4 March	- Rona	- ditto	- "	- "	
12 "	- Thorsa	- ditto	- "	- "	
26 "	- Rona	- Elmore	- "	- "	
16 April	- Thorsa	- Copenhagen	- "	- "	
22 "	- Rona	- ditto	- "	- "	
30 "	- Thorsa	- ditto	- "	- "	
6 May	- Rona	- ditto	- "	- "	
14 "	- Thorsa	- ditto	- "	- "	
20 "	- Rona	- ditto	- "	- "	
27 "	- Thorsa	- ditto	- "	- "	
3 June	- Rona	- ditto	- "	- "	
10 "	- Thorsa	- ditto	- "	- "	
17 "	- Rona	- ditto	- "	- "	
24 "	- Thorsa	- ditto	- "	- "	

PORT OF LEITH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
1 July - -	Rona - - -	Copenhagen - -	nil	nil.	
8 " - -	Thorsa - - -	- ditto - - -	"	"	
15 " - -	Rona - - -	- ditto - - -	"	"	
22 " - -	Thorsa - - -	- ditto - - -	"	"	
31 " - -	Rona - - -	- ditto - - -	"	"	
5 August -	Thorsa - - -	- ditto - - -	"	"	
26 " - -	Rona - - -	- ditto - - -	"	"	
1889 :					
4 February -	Thorsa - - -	- ditto - - -	"	"	
10 " - -	Rona - - -	- ditto - - -	"	"	
26 March -	Thorsa - - -	- ditto - - -	"	"	
7 April - -	Thorsa - - -	- ditto - - -	"	"	
14 " - -	Rona - - -	- ditto - - -	"	"	
22 " - -	Thorsa - - -	- ditto - - -	"	"	
28 " - -	Rona - - -	- ditto - - -	"	"	
3 May - -	Thorsa - - -	- ditto - - -	"	"	
12 " - -	Rona - - -	- ditto - - -	"	"	
19 " - -	Thorsa - - -	- ditto - - -	"	"	
26 " - -	Cumberland - -	- ditto - - -	"	"	
2 June - -	Thorsa - - -	- ditto - - -	"	"	
9 " - -	Rona - - -	- ditto - - -	"	"	
17 " - -	Thorsa - - -	- ditto - - -	"	"	
23 " - -	Rona - - -	- ditto - - -	"	"	
1 July - -	Thorsa - - -	- ditto - - -	"	1	
8 " - -	Rona - - -	- ditto - - -	"	1	
15 " - -	Thorsa - - -	- ditto - - -	"	nil.	
21 " - -	Esbjerg - - -	Frederikshaven -	"	"	
21 " - -	Rona - - -	Copenhagen - -	"	"	
28 " - -	Esbern Snare -	Frederikshaven -	"	"	
28 " - -	Thorsa - - -	Copenhagen - -	"	"	
4 August -	Esbjerg - - -	Frederikshaven -	"	"	
4 " - -	Rona - - -	Copenhagen - -	"	"	
11 " - -	Esbern Snare -	Frederikshaven -	"	"	
11 " - -	Thorsa - - -	Copenhagen - -	"	"	
18 " - -	Esbjerg - - -	Aalborg - - -	"	"	
18 " - -	Rona - - -	Copenhagen - -	"	"	
26 " - -	Thorsa - - -	- ditto - - -	"	"	
26 " - -	Esbern Snare -	Frederikshaven -	"	"	
1 September -	Esbjerg - - -	- ditto - - -	"	"	
1 " - -	Mascotte - - -	Rotterdam - -	"	1	
1 " - -	Rona - - -	Copenhagen - -	"	nil.	
5 " - -	Britannia - - -	Rotterdam - -	"	"	
8 " - -	Esbern Snare -	Frederikshaven -	"	"	
8 " - -	Mascotte - - -	Rotterdam - -	"	"	
9 " - -	Thorsa - - -	Copenhagen - -	"	"	
12 " - -	Britannia - - -	Rotterdam - -	"	"	
15 " - -	Rona - - -	Copenhagen - -	"	"	
15 " - -	Esbjerg - - -	Frederikshaven -	"	"	
15 " - -	Mascotte - - -	Rotterdam - -	"	"	
17 " - -	Magnetic - - -	Stavanger - -	"	"	
19 " - -	Britannia - - -	Rotterdam - -	"	1	
22 " - -	Thorsa - - -	Copenhagen - -	"	nil.	
23 " - -	Windsor - - -	Hurlingen - -	"	"	
23 " - -	Esbern Snare -	Frederikshaven -	"	"	
27 " - -	Britannia - - -	Rotterdam - -	"	"	
30 " - -	Esbjerg - - -	Frederikshaven -	"	"	

PORT OF LEITH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
1 October	- Carlotta - - -	Stavanger - - -	nil	nil	
1 "	- Windsor - - -	Harlingen - - -	"	"	
4 "	- Talisman - - -	Amsterdam - - -	"	"	
6 "	- Mascotte - - -	Rotterdam - - -	"	"	
6 "	- Thorsa - - -	Copenhagen - - -	"	"	
6 "	- Esbern Snare - - -	Fredrikshaven - - -	"	"	
10 "	- Britannia - - -	Rotterdam - - -	"	"	
13 "	- Esbjerg - - -	Frederikshaven - - -	"	"	
14 "	- Windsor - - -	Harlingen - - -	"	"	
20 "	- Esbern Snare - - -	Frederikshaven - - -	"	"	
20 "	- Windsor - - -	Harlingen - - -	"	"	
24 "	- Amulet - - -	Rotterdam - - -	"	"	
27 "	- Esbjerg - - -	Frederikshaven - - -	"	"	
27 "	- Mascotte - - -	Rotterdam - - -	"	"	
27 "	- Windsor - - -	Harlingen - - -	"	"	
31 "	- Amulet - - -	Rotterdam - - -	"	"	
3 November	- Mascotte - - -	- ditto - - -	"	"	
4 "	- Windsor - - -	Harlingen - - -	"	"	
5 "	- Esbern Snare - - -	Frederikshaven - - -	"	"	
7 "	- Amulet - - -	Rotterdam - - -	"	"	
11 "	- Esbjerg - - -	Aalborg - - -	"	"	
14 "	- Amulet - - -	Rotterdam - - -	"	"	
14 "	- Osborne - - -	Harlingen - - -	"	"	
21 "	- Amulet - - -	Rotterdam - - -	"	"	
25 "	- Mascotte - - -	- ditto - - -	"	"	
29 "	- Amulet - - -	- ditto - - -	"	"	
5 December	- ditto - - -	- ditto - - -	"	"	
15 "	- Osborne - - -	Harlingen - - -	"	"	
19 "	- Amulet - - -	Rotterdam - - -	"	"	
23 "	- Rona - - -	Copenhagen - - -	"	"	
27 "	- Osborne - - -	Harlingen - - -	"	"	
30 "	- Thorsa - - -	Copenhagen - - -	"	"	

PORT OF LIVERPOOL.

1888 :					
1 January	- Michigan - - -	Boston - - -	nil	2	
1 "	- Baltimore - - -	Baltimore - - -	"	3	
7 "	- Palestine - - -	Boston - - -	"	4	
10 "	- Roman - - -	- ditto - - -	"	4	
13 "	- Bavarian - - -	- ditto - - -	"	3	
13 "	- Nessmore - - -	Baltimore - - -	"	3	
17 "	- Kansas - - -	Boston - - -	"	3	
17 "	- Lake Huron - - -	New York - - -	"	266	
18 "	- Toronto - - -	Portland - - -	"	7	
22 "	- Iowa - - -	Boston - - -	"	nil.	
23 "	- Virginian - - -	- ditto - - -	"	2	
24 "	- Venetian - - -	- ditto - - -	1	2	Trimmer drowned.
24 "	- Lake Ontario - - -	New York - - -	nil	4	
25 "	- Mentmore - - -	Baltimore - - -	"	nil.	
26 "	- Italy - - -	New York - - -	"	1	
28 "	- Barrowmore - - -	Baltimore - - -	"	nil.	
29 "	- Norseman - - -	Boston - - -	"	3	
2 February	- Istrian - - -	- ditto - - -	"	2	
2 "	- Michigan - - -	- ditto - - -	"	9	
6 "	- Oranmore - - -	Baltimore - - -	"	13	
9 "	- Lake Superior - - -	New York - - -	"	4	
12 "	- Roman - - -	Boston - - -	"	nil.	
14 "	- Palestine - - -	- ditto - - -	"	1	
15 "	- Cintra - - -	Oporto - - -	"	nil.	
15 "	- Baltimore - - -	Baltimore - - -	"	1	
18 "	- Belgravia - - -	New York - - -	"	nil.	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
22 February	Kansas	Boston	nil	2	
24 "	St. Ronans	New York	"	nil.	
26 "	Iowa	Boston	"	1	
26 "	Thanemore	Baltimore	"	nil.	
27 "	Lake Huron	- ditto -	"	"	
27 "	Venetian	Boston	"	"	
6 March	Norseman	- ditto -	"	14	
8 "	Lake Ontario	New York	"	3	
9 "	Italy	- ditto -	"	nil.	
10 "	Michigan	Boston	"	3	
10 "	Virginian	- ditto -	"	nil.	
12 "	Mentmore	Baltimore	"	5	
13 "	England	New York	"	nil.	
18 "	Barrowmore	Baltimore	"	"	
20 "	Egypt	New York	"	"	
22 "	Palestine	Boston	"	20	
22 "	Lake Superior	New York	"	10	
22 "	Istrian	Boston	"	12	
24 "	Nessmore	Baltimore	"	3	
27 "	Roman	Boston	"	1	
1 April	Bulgarian	- ditto -	"	1	
2 "	Oranmore	Baltimore	"	nil.	
3 "	Kansas	Boston	"	2	
3 "	The Queen	New York	"	nil.	
8 "	Baltimore	Baltimore	"	"	
8 "	Cintra	Oporto	"	"	
9 "	Norseman	Boston	"	"	
9 "	Spain	New York	"	1	
10 "	Venetian	Boston	"	2	
11 "	St. Ronans	New York	"	1	
13 "	Lisbon	Oporto	"	1	
14 "	Iowa	Boston	"	2	
18 "	Leonora	New York	"	nil.	
18 "	Italy	- ditto -	"	"	
18 "	Castilian	Oporto	"	"	
19 "	Lake Ontario	New York	"	3	
20 "	Bavarian	Boston	"	nil.	
21 "	Michigan	- ditto -	"	10	
25 "	England	New York	"	nil.	
29 "	Roman	Boston	"	4	
30 "	Virginian	- ditto -	"	1	
1 May	Lake Superior	New York	"	nil.	
2 "	Barrowmore	Baltimore	"	6	
7 "	Kansas	Boston	"	1	
10 "	Nessmore	Baltimore	"	1	
11 "	Istrian	Boston	"	nil.	
12 "	Norseman	- ditto -	"	"	
14 "	The Queen	New York	"	1	
17 "	Bulgarian	Boston	"	1	
19 "	Iowa	- ditto -	"	nil.	
22 "	Lake Huron	Montreal	"	"	
22 "	Spain	New York	"	"	
22 "	Baltimore	Baltimore	"	6	
26 "	Michigan	Boston	"	nil.	
26 "	Lake Ontario	Montreal	"	"	
29 "	Toronto	- ditto -	"	"	
29 "	Italy	New York	"	"	
30 "	Venetian	Boston	"	5	
31 "	St. Ronans	New York	"	nil.	
1 June	Oxenholme	Montreal	"	7	
2 "	Lake Winnipeg	- ditto -	"	1	
3 "	Roman	Boston	"	nil.	
4 "	Mentmore	Baltimore	"	1	
7 "	England	New York	"	1	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
8 June -	Lake Superior -	Montreal -	nil	nil.	
9 " -	Bavarian -	Boston -	"	10	
10 " -	Kansas -	- ditto -	"	1	
11 " -	Durham City -	Montreal -	"	4	
15 " -	Barrowmore -	Baltimore -	"	11	
17 " -	Norseman -	Boston -	"	1	
17 " -	Canopus -	Montreal -	"	nil.	
17 " -	Lake Nepigon -	- ditto -	"	"	
19 " -	Virginian -	Boston -	"	"	
20 " -	Montreal -	Montreal -	"	"	
21 " -	Robilant -	Newport News -	"	"	
21 " -	Martha -	- ditto -	"	"	
23 " -	Nessmore -	Baltimore -	"	1	
23 " -	Lake Huron -	Montreal -	"	5	
24 " -	Iowa -	Boston -	"	2	
25 " -	The Queen -	New York -	"	nil.	
26 " -	Siberian -	Montreal -	"	4	
26 " -	Navarro -	New York -	"	2	
28 " -	Istrian -	Boston -	"	9	
29 " -	Lake Ontario -	Montreal -	"	nil.	
30 " -	Michigan -	Boston -	"	2	
1 July -	Lisbon -	Oporto -	"	nil.	
2 " -	Toronto -	Montreal -	"	1	
2 " -	Spain -	New York -	"	nil.	
5 " -	Baltimore -	Baltimore -	"	43	
7 " -	Lake Winnipeg -	Montreal -	"	1	
8 " -	Venetian -	Boston -	"	nil.	
9 " -	Roman -	- ditto -	"	2	
12 " -	Italy -	New York -	"	nil.	
12 " -	Lake Superior -	Montreal -	"	"	
17 " -	Oxenholme -	- ditto -	"	"	
19 " -	England -	New York -	"	"	
19 " -	Bavarian -	Boston -	"	"	
19 " -	Norseman -	- ditto -	"	1	
19 " -	Mentmore -	Montreal -	"	nil.	
21 " -	St. Ronans -	New York -	"	3	
21 " -	Lake Nepigon -	Montreal -	"	nil.	
23 " -	Montreal -	- ditto -	"	"	
24 " -	Iowa -	Boston -	"	1	
27 " -	Lake Huron -	Montreal -	"	nil.	
28 " -	San Juan -	Norfolk -	"	3	
28 " -	Carthaginian -	Montreal -	"	nil.	
29 " -	Kansas -	Boston -	"	"	
29 " -	Barrowmore -	Baltimore -	"	"	
30 " -	Virginian -	Boston -	"	2	
2 August -	Lake Ontario -	Montreal -	"	nil.	
3 " -	Michigan -	Boston -	"	"	
5 " -	Toronto -	Montreal -	"	"	
6 " -	The Queen -	New York -	"	6	
9 " -	Canopus -	Montreal -	"	nil.	
10 " -	Lake Winnipeg -	- ditto -	"	"	
11 " -	Roman -	Boston -	"	1	
12 " -	Istrian -	- ditto -	"	2	
13 " -	Spain -	New York -	"	2	
17 " -	Baltimore -	Baltimore -	"	5	
17 " -	Lake Superior -	Montreal -	"	nil.	
18 " -	Norseman -	Boston -	"	2	
19 " -	Cremon -	Montreal -	"	nil.	
23 " -	Gallego -	New York -	"	1	
23 " -	Italy -	- ditto -	"	9	
24 " -	Bulgarian -	Boston -	"	nil.	
25 " -	Iowa -	- ditto -	"	1	
25 " -	Lake Nepigon -	Montreal -	"	nil.	
28 " -	Montreal -	- ditto -	"	3	
28 " -	England -	New York -	"	1	
30 " -	Oxenholme -	Montreal -	"	2	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
31 August	Mentmore	Baltimore	nil	6	
31 "	Lake Huron	Mentmore	"	nil.	
31 "	Kansas	Boston	"	3	
2 September	Bavarian	- ditto -	"	1	
5 "	St. Ronans	New York	"	2	
6 "	Lake Ontario	Montreal	"	nil.	
7 "	Michigan	Boston	"	1	
10 "	Toronto	Montreal	"	nil.	
14 "	Lake Winnipeg	- ditto -	"	"	
14 "	Barrowmore	Baltimore	"	7	
17 "	Roman	Boston	"	nil.	
17 "	Bostonian	- ditto -	"	2	
21 "	Lake Superior	Montreal	"	1	
22 "	Norsemen	Boston	"	5	
23 "	Venetian	- ditto -	"	4	
29 "	Palestine	- ditto -	"	2	
1 October	Iowa	- ditto -	"	38	
1 "	Virginian	- ditto -	"	10	
2 "	Baltimore	Baltimore	"	10	
3 "	Lake Nepigon	Montreal	"	1	
3 "	Montreal	Quebec	"	nil.	
6 "	Lake Huron	Montreal	"	"	
6 "	Canopus	- ditto -	"	13	
7 "	Kansas	Boston	"	5	
8 "	Oranmore	Baltimore	"	nil.	
8 "	Bulgarian	Boston	"	9	
11 "	England	New York	"	12	
12 "	Lake Ontario	Montreal	"	nil.	
12 "	Michigan	Boston	"	4	
14 "	Mentmore	Baltimore	"	nil.	
15 "	Toronto	Montreal	"	"	
16 "	Bavarian	Boston	"	1	
17 "	Oxenholme	Montreal	"	nil.	
19 "	Thanemore	Norfolk	"	"	
20 "	Roman	Boston	"	"	
21 "	Lake Winnipeg	Montreal	"	1	
21 "	Bostonian	Boston	"	1	
22 "	Siberian	Montreal	"	3	
22 "	Saint Ronans	New York	"	1	
24 "	Barrowmore	Baltimore	"	nil.	
27 "	Lake Superior	Montreal	"	"	
27 "	Norseman	Boston	"	"	
27 "	Indiana	Norfolk	"	"	
28 "	Venetian	Boston	"	2	
3 November	Palestine	- ditto -	"	1	
3 "	Illinois	Norfolk	"	nil.	
4 "	Iowa	Boston	"	"	
5 "	Virginian	- ditto -	"	1	
8 "	Lake Nepigon	Montreal	"	1	
8 "	Montreal	- ditto -	"	3	
10 "	Kansas	Boston	"	nil.	
10 "	Maryland	Norfolk	"	"	
10 "	Baltimore	Baltimore	"	1	
11 "	Bulgarian	Boston	"	1	
14 "	Lake Huron	Montreal	"	nil.	
15 "	Oranmore	Baltimore	"	1	
17 "	Michigan	Boston	"	nil.	
19 "	Lake Ontario	Montreal	"	3	
22 "	Cintra	Oporto	"	nil.	
23 "	Istrian	Boston	"	"	
23 "	Mentmore	Baltimore	"	"	
23 "	England	New York	"	2	
23 "	Toronto	Quebec	"	2	
24 "	Roman	Boston	"	2	
26 "	Bostonian	- ditto -	"	9	
29 "	Lake Winnipeg	Montreal	"	nil.	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
1 December	Norseman	Boston	nil	nil.	
3 "	St. Ronans	New York	"	26	
3 "	Venetian	Boston	"	nil.	
8 "	Lake Superior	New York	"	2	
9 "	Canopus	Norfolk	"	6	
9 "	Iowa	Boston	"	1	
10 "	Barrowmore	Baltimore	"	2	
10 "	Virginian	Boston	"	nil.	
13 "	Maine	Norfolk	"	"	
15 "	Palestine	Boston	"	6	
17 "	Kansas	ditto	"	1	
19 "	Nessmore	Baltimore	"	nil.	
22 "	Michigan	Boston	"	4	
24 "	Lake Huron	New York	"	16	
29 "	Roman	Boston	"	nil.	
29 "	Oranmore	Baltimore	"	3	
1889 :					
2 January	Istrian	Boston	"	nil.	
4 "	Baltimore	Baltimore	"	"	
4 "	Lake Ontario	New York	"	1	
4 "	Bostonian	Boston	"	4	
6 "	Norseman	ditto	"	1	
7 "	Mentmore	Baltimore	"	nil	
7 "	Indiana	Newport News	"	"	
9 "	Venetian	Boston	"	"	
11 "	Lake Winnipeg	New York	"	6	
11 "	St. Ronans	ditto	"	1	
12 "	Illinois	Norfolk	"	nil.	
13 "	England	New York	"	"	
13 "	Iowa	Boston	"	"	
19 "	Lake Superior	New York	"	"	
19 "	Virginian	Boston	"	1	
20 "	Palestine	ditto	"	nil.	
20 "	Kansas	ditto	"	"	
21 "	Barrowmore	Baltimore	"	"	
26 "	Michigan	Boston	"	"	
2 February	Lake Huron	New York	"	"	
3 "	Roman	Boston	"	"	
4 "	Nessmore	Baltimore	"	"	
7 "	Thanemore	ditto	"	"	
9 "	Norseman	Boston	"	"	
12 "	Bostonian	ditto	"	80	
12 "	Lake Ontario	Montreal	"	1	
13 "	Canopus	Newport News	"	nil.	
13 "	Oranmore	Baltimore	"	9	
16 "	Baltimore	ditto	"	nil	
16 "	Iowa	Boston	"	4	
17 "	Venetian	ditto	"	nil.	
20 "	Cufic	New York	"	"	
22 "	England	ditto	"	"	
23 "	St. Ronans	ditto	"	2	
24 "	Mentmore	Baltimore	"	1	
25 "	Virginian	Boston	"	6	
26 "	Kansas	ditto	"	1	
2 March	Palestine	ditto	"	2	
2 "	Michigan	ditto	"	2	
6 "	Bulgarian	ditto	"	3	
12 "	Istrian	ditto	"	1	
12 "	Roman	ditto	"	1	
12 "	Barrowmore	Baltimore	"	26	
13 "	Lake Nepigon	Norfolk	"	25	
13 "	Lake Winnipeg	Newport News	"	42	
13 "	Bavarian	Boston	"	1	
15 "	Lake Huron	New York	"	nil.	
15 "	Montreal	Baltimore	"	"	
16 "	Cromar	Newport News	"	"	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
17 March	Norseman	Boston	nil	2	Cattleman.—“Drowning.”— “B. Granger was engaged getting a bale of hay off the top of the deck-house to feed cattle on upper deck when the ship gave an extra heavy lurch, causing the bale of hay to roll over and knock B. Granger overboard, the bale going over also.” A.B. drowned.
18 ”	Bostonian	- ditto	”	22	
19 ”	Corean	Baltimore	”	2	
22 ”	Nessmore	- ditto	”	nil.	
23 ”	Iowa	Boston	”	1	
24 ”	Venetian	- ditto	”	1	
25 ”	Runic	New York	”	1	
27 ”	Lake Ontario	- ditto	”	1	
28 ”	Oranmore	Baltimore	”	nil.	
29 ”	Helvetia	New York	1	1	
29 ”	Italy	- ditto	1	1	
30 ”	Victoria	- ditto	nil	14	
1 April	Kansas	Boston	”	2	
1 ”	Virginian	- ditto	”	nil.	
2 ”	Baltimore	Baltimore	”	1	
4 ”	St. Ronans	New York	”	7	
5 ”	Mascotte	Newport News	”	nil.	
5 ”	Michigan	Boston	”	1	
6 ”	Mentmore	Baltimore	”	1	
7 ”	Bulgarian	Boston	”	nil.	
8 ”	Lake Superior	New York	”	1	
8 ”	Canopus	Newport News	”	nil.	
11 ”	Thanemore	- ditto	”	”	
11 ”	England	New York	”	1	
12 ”	Palestine	Boston	”	nil.	
13 ”	Istrian	- ditto	”	3	
13 ”	Roman	- ditto	”	nil.	
15 ”	Indiana	New York	”	”	
15 ”	Alexandra	- ditto	”	113	
15 ”	Bavarian	Boston	”	10	
17 ”	Cufic	New York	”	2	
18 ”	The Queen	- ditto	”	1	
20 ”	Toronto	Portland	”	2	
20 ”	Bostonian	Boston	”	1	
20 ”	Oxenholme	- ditto	”	8	
20 ”	Norseman	- ditto	”	nil.	
21 ”	Gleniffer	Newport News	”	”	
22 ”	Barrowmore	Baltimore	”	1	
24 ”	Spain	New York	”	nil.	
25 ”	Lake Huron	- ditto	”	”	
27 ”	Australia	- ditto	”	4	
28 ”	Iowa	Boston	”	3	
28 ”	Venetian	- ditto	”	1	
30 ”	Lake Ontario	New York	”	8	
3 May	Nessmore	Baltimore	”	nil.	
5 ”	Virginian	Boston	”	”	
5 ”	Kansas	- ditto	”	3	
7 ”	Albany	West Point	”	nil.	
8 ”	Bellena	Newport News	”	”	
10 ”	Baron Belhaven	- ditto	”	7	
10 ”	Italy	New York	”	2	
11 ”	Michigan	Boston	”	nil.	
11 ”	Alsatia	New York	”	4	
12 ”	Helvetia	- ditto	”	2	
12 ”	Oranmore	Baltimore	”	1	
13 ”	Lake Nepigon	Montreal	”	nil.	
14 ”	Bulgarian	Boston	”	1	
15 ”	Mentmore	Baltimore	”	1	
16 ”	Egypt	New York	”	1	
16 ”	Istrian	Boston	”	1	
17 ”	Palestine	- ditto	”	nil.	
18 ”	Sicilia	Newport News	”	2	
18 ”	Lake Superior	Montreal	”	3	

PORT OF LIVERPOOL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
19 May -	Roman -	Boston -	nil	nil.	
19 " -	Warwick -	West Point -	"	"	
20 " -	Bavarian -	Boston -	"	1	
22 " -	St. Ronans -	New York -	"	2	
23 " -	England -	- ditto -	"	5	
23 " -	Baltimore -	Baltimore -	"	5	
26 " -	Toronto -	Montreal -	"	1	
26 " -	Norseman -	Boston -	"	1	
26 " -	Lake Winnipeg -	Montreal -	"	1	
27 " -	Thanemore -	Baltimore -	"	16	
28 " -	Bostonian -	Boston -	"	7	
30 " -	The Queen -	New York -	"	2	
31 " -	Cufic -	- ditto -	"	18	
1 June -	Iudiana -	Philadelphia -	"	6	
2 " -	Iowa -	Boston -	"	1	
3 " -	Oxenholme -	Montreal -	"	1	
3 " -	Lake Huron -	- ditto -	"	nil.	
3 " -	Venetian -	Boston -	"	5	
3 " -	Barrowmore -	Baltimore -	"	5	
4 " -	Montreal -	Montreal -	"	1	
4 " -	Spain -	New York -	"	3	
6 " -	Niceto -	Norfolk -	"	6	
7 " -	Lake Ontario -	Montreal -	"	nil.	
9 " -	Kansas -	Boston -	"	1	
9 " -	Carthaginian -	Montreal -	"	nil.	
10 " -	Virginian -	Boston -	"	5	
15 " -	Michigan -	- ditto -	"	1	
15 " -	Nessmore -	Baltimore -	"	23	
16 " -	Lake Nepigon -	Montreal -	"	1	
17 " -	Bulgarian -	Boston -	"	13	
18 " -	Canopus -	Montreal -	"	nil.	
20 " -	Italy -	New York -	"	3	
21 " -	Istrian -	Boston -	"	15	
23 " -	Lake Superior -	Montreal -	"	7	
23 " -	Palestine -	Boston -	"	15	
23 " -	Mentmore -	Baltimore -	"	20	
23 " -	Roman -	Boston -	"	2	
25 " -	Bavarian -	- ditto -	"	6	
26 " -	Egypt -	New York -	"	2	
29 " -	Norseman -	Boston -	"	9	
30 " -	Bostonian -	- ditto -	"	1	
30 " -	Lake Winnipeg -	Montreal -	"	3	
1 July -	Toronto -	- ditto -	"	5	
4 " -	Saint Ronans -	New York -	"	1	
5 " -	Lake Huron -	Montreal -	1	nil.	Steerage passenger jumped overboard.
5 " -	Zambesi -	- ditto -	nil	8	
6 " -	Baltimore -	Baltimore -	"	2	
6 " -	Iowa -	Boston -	"	3	
7 " -	Venetian -	- ditto -	"	2	
7 " -	Montreal -	Montreal -	"	nil.	
8 " -	Thanemore -	Baltimore -	"	9	
10 " -	Alaya -	Newport News -	"	1	
12 " -	Lake Ontario -	Montreal -	"	nil.	
13 " -	Oranmore -	Baltimore -	"	28	
13 " -	England -	New York -	"	nil.	
13 " -	Indiana -	Philadelphia -	"	2	
14 " -	Carthaginian -	Montreal -	1	180	Crew fireman; heat apoplexy.
15 " -	Michigan -	Boston -	nil	nil.	
16 " -	Virginian -	- ditto -	"	2	
16 " -	Barrowmore -	Baltimore -	"	18	
17 " -	Sicilia -	Newport News -	"	9	
18 " -	The Queen -	New York -	"	nil.	
18 " -	Oxenholme -	Montreal -	"	"	
19 " -	Buenos Ayrean -	Baltimore -	"	"	
19 " -	Cufic -	New York -	"	13	
21 " -	Kansas -	Boston -	"	2	

PORT OF LIVERPOOL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
22 July -	Bulgarian -	Boston -	nil	7	
23 " -	Lake Nepigon -	Montreal -	"	nil.	
24 " -	Bellaura -	New York -	"	1	
24 " -	Spain -	- ditto -	"	3	
26 " -	Lake Superior -	Montreal -	"	1	
29 " -	Nessmore -	Baltimore -	"	2	
29 " -	Roman -	Boston -	"	2	
29 " -	Bavarian -	- ditto -	"	7	
2 August -	Palestine -	- ditto -	"	23	
2 " -	Italy -	New York -	"	15	
3 " -	Mentmore -	Baltimore -	"	5	
3 " -	Norseman -	Boston -	"	5	
3 " -	Lake Winnipeg -	Montreal -	"	nil.	
5 " -	Toronto -	- ditto -	"	"	
5 " -	Bostonian -	Boston -	"	1	
7 " -	Egypt -	New York -	1	8	Passenger, apo- plexy.
8 " -	Canopus -	Quebec -	nil	nil.	
10 " -	Iowa -	Boston -	"	1	
10 " -	Lake Huron -	Montreal -	"	nil.	
11 " -	Venetian -	Boston -	"	8	
14 " -	Carthaginian -	Montreal -	"	1	
16 " -	Lake Ontario -	- ditto -	"	nil.	
17 " -	Rossmore -	Baltimore -	"	1	
17 " -	Michigan -	Boston -	"	5	
18 " -	Virginian -	- ditto -	"	75	
19 " -	Saint Ronans -	New York -	"	17	
20 " -	Serra -	Baltimore -	"	5	
21 " -	England -	New York -	"	8	
21 " -	Thanemore -	Montreal -	"	1	
22 " -	Baltimore -	Baltimore -	"	10	
24 " -	Indiana -	Philadelphia -	"	4	
24 " -	Kansas -	Boston -	"	nil.	
25 " -	Lake Nepigon -	Montreal -	"	"	
25 " -	Oranmore -	Baltimore -	"	1	
26 " -	Bulgarian -	Boston -	"	10	
28 " -	Alicia -	Baltimore -	"	nil.	
28 " -	Cufic -	New York -	1	8	A.B., epilepsy.
28 " -	The Queen -	- ditto -	nil	44	
29 " -	Hugo -	Baltimore -	"	10	
29 " -	Oxenholme -	Montreal -	"	nil.	
29 " -	Sarmatian -	- ditto -	"	"	
29 " -	Buenos Ayrean -	Baltimore -	"	"	
31 " -	Roman -	Boston -	"	8	
1 September -	Barrowmore -	Baltimore -	"	11	
3 " -	Silicia -	Newport News -	"	3	
3 " -	Istrian -	Boston -	"	1	
4 " -	Spain -	New York -	"	8	
4 " -	Enrique -	Baltimore -	"	1	
4 " -	Guido -	New York -	"	nil.	
5 " -	Palestine -	Boston -	"	6	
7 " -	Lake Winnipeg -	Montreal -	"	1	
7 " -	Norseman -	Boston -	"	4	
9 " -	Toronto -	Montreal -	"	nil.	
9 " -	Bostonian -	Boston -	"	18	
9 " -	Navarro -	New York -	"	3	
11 " -	Nessmore -	Baltimore -	"	5	
12 " -	Polynesian -	Montreal -	"	nil.	
14 " -	Italy -	New York -	"	6	
14 " -	Iowa -	Boston -	"	3	
14 " -	Lake Huron -	Montreal -	"	12	
15 " -	Venetian -	Boston -	"	2	
16 " -	Gallego -	New York -	"	23	
18 " -	Egypt -	- ditto -	"	2	
19 " -	Mentmore -	Baltimore -	"	71	
19 " -	Carthaginian -	Montreal -	1	nil.	Cattleman, phthisis.
20 " -	Lake Ontario -	- ditto -	nil	2	

PORT OF LIVERPOOL—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
20 September -	Michigan -	Boston -	nil	3	
23 " -	Bavarian -	ditto -	"	31	
24 " -	Carolina -	Baltimore -	"	195	
27 " -	Hesperides -	Newport News -	"	nil.	
27 " -	Alava -	Baltimore -	"	4	
27 " -	Kansas -	Boston -	"	8	
29 " -	Lake Nepigon -	Montreal -	"	nil.	
29 " -	Rossmore -	Baltimore -	"	25	
30 " -	Thanemore -	ditto -	"	1	
30 " -	Sarnia -	Montreal -	"	1	
1 October -	Saint Ronans -	New York -	"	6	
2 " -	England -	ditto -	"	7	
3 " -	Lake Superior -	Montreal -	"	nil.	
5 " -	Baltimore -	Baltimore -	"	19	
5 " -	Roman -	Boston -	"	3	
5 " -	Indiana -	Philadelphia -	"	9	
6 " -	Oregon -	Montreal -	"	nil.	
7 " -	Virginian -	Boston -	"	7	
8 " -	Cufic -	New York -	"	31	
9 " -	The Queen -	ditto -	"	91	
10 " -	Oxenholme -	Boston -	"	119	
10 " -	Palestine -	ditto -	"	1	
12 " -	Buenos Ayrean -	Baltimore -	"	nil.	
12 " -	Lake Winnipeg -	Montreal -	"	6	
12 " -	Murciano -	Baltimore -	"	2	
14 " -	Norseman -	Boston -	"	2	
14 " -	Toronto -	Montreal -	"	nil.	
15 " -	Bostonian -	Boston -	"	3	
16 " -	Mondego -	Montreal -	"	1	
16 " -	Spain -	New York -	"	149	
16 " -	Barrowmore -	Baltimore -	"	29	
18 " -	Lake Huron -	Montreal -	"	nil.	
19 " -	Istrian -	Boston -	"	2	
21 " -	Sicilia -	Newport News -	"	1	
21 " -	Stanmore -	Norfolk -	"	7	
21 " -	Iowa -	Boston -	"	1	
22 " -	Nessmore -	Baltimore -	"	1	
22 " -	Venetian -	Boston -	1	nil.	Fireman ; supposed
23 " -	Ontario -	Montreal -	nil.	1	suicide by drown-
23 " -	Port Caroline -	Norfolk -	"	3	ing.
25 " -	Lake Ontario -	Montreal -	1	1	Cattleman (passen-
25 " -	Carthaginian -	ditto -	nil.	nil.	ger) ; syncope from
26 " -	Michigan -	Boston -	"	"	heart disease.
27 " -	Italy -	New York -	"	66	
28 " -	Bavarian -	Boston -	"	6	
30 " -	Navarro -	New York -	"	23	
31 " -	Egypt -	ditto -	"	4	
31 " -	Mentmore -	Baltimore -	"	6	
1 November -	Inflexible -	Norfolk -	"	nil.	
2 " -	Darwin -	West Point, Va. -	"	"	
2 " -	Kansas -	Boston -	"	1	
4 " -	Lake Nepigon -	Montreal -	"	8	
4 " -	Sarnia -	ditto -	"	25	
5 " -	Bulgarian -	Boston -	"	3	
7 " -	Saint Regulus -	New York -	"	nil.	
7 " -	Samaria -	Boston -	"	"	
8 " -	Lake Superior -	Montreal -	"	"	
9 " -	City of Dublin -	New York -	"	23	
9 " -	Roman -	Boston -	"	2	
10 " -	Cufic -	New York -	"	nil.	
10 " -	Saint Ronans -	ditto -	"	9	
10 " -	Mascotte -	Newport News -	"	1	
11 " -	Waverley -	ditto -	"	6	
11 " -	Helvetia -	New York -	"	44	
11 " -	Alberta -	Norfolk -	"	1	
11 " -	Virginian -	Boston -	"	nil.	

PORT OF LIVERPOOL—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
13 November	Yorkshire	New York	nil	3	
14 "	Palestine	Boston	"	nil.	
15 "	England	New York	"	"	
16 "	Oxford	Norfolk	"	"	
16 "	Norseman	Boston	"	"	
18 "	Lake Winnipeg	Montreal	"	"	
18 "	Indiana	Philadelphia	"	6	
18 "	Toronto	Montreal	"	1	
19 "	Bostonian	Boston	"	nil.	
19 "	Baltimore	Baltimore	"	"	
20 "	Accomac	Norfolk	"	"	
22 "	The Queen	New York	"	"	
22 "	Istrian	Boston	"	"	
24 "	Rossmore	Baltimore	"	"	
24 "	Iowa	Boston	"	12	
24 "	Oxenholme	Baltimore	"	62	
25 "	Venetian	Boston	"	2	
25 "	Bellenden	Newport News	"	2	
27 "	Sprindrift	- ditto	"	3	
28 "	Spain	New York	"	9	
29 "	Lake Ontario	Montreal	"	nil.	
29 "	Michigan	Boston	"	2	
30 "	Barrowmore	Baltimore	"	5	
30 "	Toledo	Norfolk	"	nil.	
4 December	Runic	New York	"	2	
4 "	Carthaginian	Montreal	"	4	
5 "	Cascapedia	Norfolk	"	nil.	
7 "	Angerton	- ditto	"	"	
8 "	Italy	New York	"	3	
8 "	Kansas	Boston	"	1	
10 "	Lake Huron	New York	"	2	
10 "	Nessmore	Baltimore	"	10	
11 "	Samaria	Boston	"	nil.	
15 "	Lake Superior	- ditto	"	3	
15 "	Guy Mannering	Norfolk	"	2	
15 "	Roman	Boston	"	1	
15 "	Virginian	- ditto	"	nil.	
16 "	Yorkshire	New York	"	2	
16 "	Cufic	- ditto	"	3	
16 "	Suffolk	Norfolk	"	nil.	
19 "	Essex	- ditto	"	2	
21 "	St. Regulus	New York	"	1	
21 "	Norseman	Boston	"	65	
21 "	Palestine	- ditto	"	168	
22 "	Bostonian	- ditto	"	nil.	
23 "	St. Ronans	New York	"	5	
27 "	Abergeldie	Norfolk	"	nil.	
27 "	Istrian	Boston	"	"	
30 "	Michigan	- ditto	"	6	
30 "	Venetian	- ditto	1	35	A. B. — Missing ; supposed drowned.
30 "	Indiana	New York	nil	115	
31 "	Helvitia	- ditto	"	4	
31 "	Peveril	Norfolk	"	nil.	

PORT OF NEWCASTLE.

1888 :					
2 January	Ceres	Malmo	nil	nil.	
		Helsingborg	"	"	
2 "	Horsa	Aarhuus	"	"	
		Frederikshaven	"	"	
2 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
2 January	Kronen	Nykjobing	nil	nil.	
		Odense	"	"	
		Kallundborg	"	"	
2 "	Union	Aalborg	"	"	
		Hals	"	"	
2 "	Octa	Gothenborg	"	"	
2 "	Niord	Randers	"	"	
2 "	Esbernsnare	Horsens	"	"	
		Grenaa	"	"	
		Frederikshaven	"	"	
7 "	Minsk	Esbjerg	"	"	
9 "	Orrik	Gothenborg	"	"	
9 "	Vesta	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
9 "	Georg	Aalborg	"	"	
		Hals	"	"	
9 "	Constantin	Copenhagen	"	"	
9 "	Esbjerg	Horsens	"	"	
		Grenaa	"	"	
		Frederikshaven	"	"	
9 "	Starebelt	Svendborg	"	"	
		Korsor	"	"	
9 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
9 "	Lolland	Bandholm	"	"	
		Odense	"	"	
9 "	Minsk	Esbjerg	"	"	
14 "	Niord	Randers	"	"	
14 "	Union	Aalborg	"	"	
16 "	Octa	Gothenborg	"	"	
16 "	Ceres	Malmo	"	"	
		Lannskrona	"	"	
		Helsingborg	"	"	
16 "	Esbernsnare	Horsens	"	"	
		Grenaa	"	"	
		Frederikshaven	"	"	
16 "	Horsa	Aarhuus	"	"	
		Frederikshaven	"	"	
16 "	Olga	Copenhagen	"	"	
16 "	Kronen	Odense	"	"	
		Kallundborg	"	"	
16 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
21 "	Union	Esbjerg	"	"	
23 "	Orrik	Gothenborg	"	"	
23 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
23 "	Vesta	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
23 "	Georg	Aalborg	"	"	
		Frederikshaven	"	"	
23 "	Constantin	Copenhagen	"	"	
		Frederikshaven	"	"	
23 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Kallundborg	"	"	
23 "	Esbjerg	Horsens	"	"	
		Odense	"	"	
30 "	Ceres	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
30 "	Esbernsnare	Horsens	"	"	
		Grenaa	"	"	
		Frederikshaven	"	"	
30 "	Niord	Randers	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations,
1.	2.	3.	4.	5.	6.
1888 :					
30 January	Octa	Gothenborg	nil	2 cows,	
30 "	Horsa	Aarhuus	"	nil.	
		Frederikshaven	"	"	
30 "	Kronen	Odense	"	"	
		Kallundborg	"	"	
30 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
30 "	Minsk	Copenhagen	"	"	
30 "	Georg	Aalborg	"	"	
4 February	Minsk	Esbjerg	"	"	
6 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
6 "	Orrik	Gothenborg	"	"	
6 "	Vesta	Malmo	"	"	
		Helsingborg	"	"	
6 "	Union	Aalborg	"	"	
6 "	Constantin	Copenhagen	"	1 cow.	
6 "	Esbjerg	Aalborg	"	nil.	
		Hals	"	"	
		Horsens	"	"	
6 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
		Frederikshaven	"	"	
6 "	Lolland	Odense	"	"	
		Grenaa	"	"	
6 "	Jyden	Randers	"	"	
11 "	Minsk	Esbjerg	"	1 cow.	
13 "	Union	Aalborg	"	nil.	
13 "	Ceres	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
13 "	Horsa	Aarhuus	"	"	
		Frederikshaven	"	"	
13 "	Octa	Gothenborg	"	"	
13 "	Ebernsnare	Horsens	"	"	
		Grenaa	"	"	
		Aalborg	"	"	
		Hals	"	"	
13 "	Niord	Randers	"	"	
13 "	Georg	Copenhagen	"	"	
13 "	Kronen	Odense	"	"	
		Kallundborg	"	"	
13 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
		Frederikshaven	"	"	
18 "	Minsk	Esbjerg	"	"	
20 "	Union	Aalborg	"	"	
20 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
20 "	Orrik	Gothenborg	"	"	
20 "	Vesta	Malmo	"	"	
		Landskrona	"	"	
		Helzingborg	"	"	
20 "	Constantin	Copenhagen	"	"	
20 "	Jyden	Randers	"	"	
20 "	Esbjerg	Horsens	"	"	
		Aalborg	"	"	
		Hals	"	"	
20 "	Lolland	Odense	"	"	
		Kallundborg	"	"	
20 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
20 "	Odin	Christiania	"	"	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
27 February	Ceres	Malmo	nil	nil.	
		Landskrona	"	"	
		Helsingborg	"	"	
27 "	Horsa	Aarhus	"	"	
		Frederikshaven	"	"	
27 "	Octa	Gothenborg	"	"	
27 "	Georg	Copenhagen	"	"	
27 "	Esbernsnare	Horsens	"	"	
		Grenaa	"	"	
		Frederikshaven	"	"	
27 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Korsor	"	"	
		Frederikshaven	"	"	
27 "	Riberhuus	Eshjerg	"	"	
27 "	Kronen	Odense	"	"	
		Frederikshaven	"	"	
5 March	Vesta	Malmo	"	2 oxen.	
		Helsingborg	"	nil.	
5 "	Lolland	Frederikshaven	"	"	
5 "	Constantin	Copenhagen	"	"	
5 "	Kronen	Esbjerg	"	"	
5 "	Riberhuus	ditto	"	"	
5 "	Esbernsnare	ditto	"	"	
5 "	Knuthenborg	ditto	"	"	
6 "	Odin	Christiania	"	1 calf.	
		Moss	"	nil.	
10 "	Minsk	Esbjerg	"	3 bulls.	
12 "	Knuthenborg	ditto	"	nil.	
12 "	Jyden	ditto	"	"	
12 "	Ceres	Malmo	"	"	
		Helsingborg	"	"	
12 "	Union	Frederikshaven	"	"	
12 "	Georg	Copenhagen	"	"	
12 "	Lolland	Esbjerg	"	"	
13 "	Orrik	Gothenborg	"	"	
19 "	Lolland	Esbjerg	"	"	
19 "	Minsk	ditto	"	"	
19 "	Kronen	ditto	"	"	
19 "	Knuthenborg	ditto	"	"	
20 "	Vesta	Malmo	"	"	
		Helsingborg	"	"	
23 "	Union	Esbjerg	"	"	
24 "	Riberhuus	ditto	"	"	
26 "	Octa	Gothenborg	"	"	
26 "	Jyden	Esbjerg	"	1 calf.	
26 "	Minsk	ditto	"	nil.	
26 "	Ceres	Helsingborg	"	"	
26 "	Constantin	Copenhagen	"	"	
27 "	Union	Esbjerg	"	"	
30 "	Kronen	ditto	"	"	
31 "	Knuthenborg	ditto	"	"	
31 "	Jyden	ditto	"	"	
31 "	Minsk	ditto	"	"	
2 April	Orrik	Gothenborg	"	"	
2 "	Union	Esbjerg	"	"	
2 "	Esbjerg	ditto	"	"	
2 "	Georg	Copenhagen	"	"	
5 "	Vesta	Malmo	"	"	
6 "	Esbjerg	Esbjerg	"	"	
7 "	Knuthenborg	ditto	"	"	
7 "	Kronen	Frederikshaven	"	"	
9 "	Union	Esbjerg	"	"	
9 "	Hengest	Aarhus	"	"	
9 "	Octa	Gothenborg	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
9 April -	Ceres - - -	Malmo - - -	nil	nil.	
		Helsingborg - - -	"	"	
9 " -	Esbernsnare - - -	Frederikshaven - - -	"	"	
9 " -	Constantin - - -	Copenhagen - - -	"	"	
9 " -	Prospero - - -	Christiania - - -	"	"	
14 " -	Minsk - - -	Esbjerg - - -	"	"	
16 " -	Vesta - - -	Helsingborg - - -	"	"	
16 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
16 " -	Orrik - - -	Gothenborg - - -	"	"	
16 " -	Esbjerg - - -	Esbjerg - - -	"	"	
16 " -	Storebelt - - -	Nakskov - - -	"	"	
		Nyborg - - -	"	"	
16 " -	Georg - - -	Copenhagen - - -	"	"	
16 " -	Kronen - - -	Frederikshaven - - -	"	"	
16 " -	Jyden - - -	Grenaa - - -	"	"	
16 " -	Esbernsnare - - -	Frederikshaven - - -	"	"	
21 " -	Minsk - - -	Esbjerg - - -	"	"	
23 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	1 ox.	
23 " -	Oota - - -	Gothenborg - - -	"	nil.	
23 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	5 oxen.	
23 " -	Niord - - -	Randers - - -	"	nil.	
23 " -	Knuthenborg - - -	Nakskov - - -	"	"	
		Odense - - -	"	"	
23 " -	Constantin - - -	Copenhagen - - -	"	"	
23 " -	Esbjerg - - -	Frederikshaven - - -	"	"	
23 " -	Union - - -	Aalborg - - -	"	"	
28 " -	Minsk - - -	Esbjerg - - -	"	"	
30 " -	Vesta - - -	Malmo - - -	"	"	
		Helsingborg - - -	"	"	
30 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
30 " -	Orrik - - -	Gothenborg - - -	"	"	
30 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
30 " -	Union - - -	Aalborg - - -	"	"	
30 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Hals - - -	"	"	
30 " -	Jyden - - -	Randers - - -	"	"	
30 " -	Georg - - -	Copenhagen - - -	"	"	
30 " -	Esbernsnare - - -	- ditto - - -	"	"	
		Frederikshaven - - -	"	"	
30 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	1 cow.	
7 May -					
	Ceres - - -	Malmo - - -	"	1 ox.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
7 " -	Hengest - - -	Aarhuus - - -	"	1 bull.	
		Frederikshaven - - -	"	nil.	
7 " -	Oota - - -	Gothenborg - - -	"	"	
7 " -	Minsk - - -	Esbjerg - - -	"	"	
7 " -	Niord - - -	Randers - - -	"	"	
7 " -	Olga - - -	Copenhagen - - -	"	"	
7 " -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
7 " -	Esbjerg - - -	Odense - - -	"	"	
7 " -	Constantin - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
8 " -	Odin - - -	Moss - - -	"	"	
		Christiania - - -	"	"	
		Laurvig - - -	"	"	
		Arendal - - -	"	"	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
12 May -	Minsk - - -	Esbjerg - - -	nil	nil.	
12 " -	Georg - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
14 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - -	"	"	
14 " -	Orrik - - -	Gothenborg - - -	"	"	
14 " -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
14 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
14 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
14 " -	Esbernsnare - - -	Horsens - - -	"	"	
		Copenhagen - - -	"	"	
14 " -	Union - - -	- ditto - - -	"	"	
14 " -	Jyden - - -	Randers - - -	"	"	
19 " -	Minsk - - -	Esbjerg - - -	"	"	
21 " -	Niord - - -	Randers - - -	"	"	
21 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - -	"	"	
21 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
21 " -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
21 " -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
21 " -	Olga - - -	Aalborg - - -	"	1 cow.	
		Frederikshaven - -	"	nil.	
		Hals - - -	"	"	
21 " -	Constantin - - -	Copenhagen - - -	"	"	
26 " -	Minsk - - -	Esbjerg - - -	"	"	
26 " -	Horsa - - -	Aarhuus - - -	"	"	
26 " -	Union - - -	Aalborg - - -	"	"	
28 " -	Orrik - - -	Gothenborg - - -	"	"	
28 " -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
28 " -	Georg - - -	Copenhagen - - -	"	"	
28 " -	Jyden - - -	Randers - - -	"	1 cow.	
28 " -	Esbernsnare - - -	Horsens - - -	"	nil.	
		Aalborg - - -	"	"	
		Hals - - -	"	"	
28 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Frederikshaven - -	"	"	
28 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
		Frederikshaven - -	"	"	
28 " -	Romny - - -	Copenhagen - - -	"	"	
2 June -	Minsk - - -	Esbjerg - - -	"	"	
2 " -	Olga - - -	Aalborg - - -	"	1 cow, 1 calf	
4 " -	Hengest - - -	Aarhuus - - -	"	1 calf.	
		Frederikshaven - -	"	nil.	
4 " -	Octa - - -	Gothenborg - - -	"	"	
4 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
4 " -	Georg - - -	Copenhagen - - -	"	"	
4 " -	Niord - - -	Randers - - -	"	"	
4 " -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	1 calf.	
4 " -	Esbjerg - - -	Odense - - -	"	nil.	
		Frederikshaven - -	"	"	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
9 June - -	Minsk - - -	Esbjerg - - -	nil	nil.	
9 " - -	Union - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
11 " - -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
11 " - -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
11 " - -	Orrik - - -	Gothenborg - - -	"	"	
11 " - -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
11 " - -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
11 " - -	Jyden - - -	Randers - - -	"	"	
11 " - -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
11 " - -	Georg - - -	Copenhagen - - -	"	"	
16 " - -	Minsk - - -	Esbjerg - - -	"	"	
16 " - -	Niord - - -	Randers - - -	"	"	
18 " - -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
18 " - -	Octa - - -	Gothenborg - - -	"	"	
18 " - -	Ceres - - -	Malmo - - -	"	1 ox.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
18 " - -	Constantin - - -	Copenhagen - - -	"	"	
18 " - -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
18 " - -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
18 " - -	Olga - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
23 " - -	Minsk - - -	Esbjerg - - -	"	"	
23 " - -	Union - - -	Aalborg - - -	"	"	
23 " - -	Horsa - - -	Aarhuus - - -	"	"	
25 " - -	Orrik - - -	Gothenborg - - -	"	"	
25 " - -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
25 " - -	Georg - - -	Copenhagen - - -	"	"	
25 " - -	Romny - - -	- ditto - - -	"	"	
25 " - -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
25 " - -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
25 " - -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
30 " - -	Minsk - - -	Esbjerg - - -	"	"	
30 " - -	Niord - - -	Randers - - -	"	"	
2 July - -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
2 " - -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
2 " - -	Olga - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
2 " - -	Constantin - - -	Copenhagen - - -	"	"	
2 " - -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
2 " - -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
7 " - -	Jyden - - -	Randers - - -	"	"	
7 " - -	Romny - - -	Aalborg - - -	"	"	
9 " - -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date. of Arrival.	Name of Vessel.	Port of Departure (<i>i.e.</i> , Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
9 July -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	nil " "	nil. " "	
9 " -	Union - - -	Copenhagen - - -	"	"	
9 " -	Georg - - -	- ditto - - -	"	"	
9 " -	Esbernsnare - - -	Horsens - - - Frederikshaven - - -	" "	" "	
9 " -	Minsk - - -	Esbjerg - - -	"	"	
9 " -	Storebelt - - -	Nakskov - - - Svendborg - - -	" "	" "	
9 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
14 " -	Niord - - -	Randers - - -	"	"	
16 " -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
16 " -	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
16 " -	Octa - - -	Gothenborg - - -	"	"	
16 " -	Olga - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
16 " -	Constantin - - -	Copenhagen - - -	"	"	
16 " -	Minsk - - -	Esbjerg - - -	"	"	
16 " -	Knuthenborg - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
16 " -	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
21 " -	Union - - -	Aalborg - - -	"	"	
23 " -	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
23 " -	Orrik - - -	Gothenborg - - -	"	"	
23 " -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
23 " -	Georg - - -	Copenhagen - - -	"	"	
23 " -	Esbernsnare - - -	Horsens - - - Frederikshaven - - -	" "	" "	
23 " -	Jyden - - -	Randers - - -	"	1 cow.	
23 " -	Storebelt - - -	Nakskov - - - Svendborg - - -	" "	nil. "	
23 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
23 " -	Minsk - - -	Esbjerg - - -	"	"	
30 " -	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
30 " -	Octa - - -	Gothenborg - - -	"	"	
30 " -	Minsk - - -	Esbjerg - - -	"	"	
30 " -	Niord - - -	Randers - - -	"	"	
30 " -	Olga - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
30 " -	Constantin - - -	Copenhagen - - -	"	"	
30 " -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
30 " -	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
30 " -	Knuthenborg - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
6 August -	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
6 " -	Orrik - - -	Gothenborg - - -	"	"	
6 " -	Minsk - - -	Esbjerg - - -	"	"	
6 " -	Union - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
6 " -	Jyden - - -	Randers - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
6 August	Georg	Copenhagen	nil	nil.	
6 "	Vesta	Malmö	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
6 "	Esbernsnare	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
6 "	Kronen	Nykjobing	"	"	
		Odense	"	"	
11 "	Niord	Randers	"	"	
13 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
13 "	Octa	Gothenborg	"	"	
13 "	Ceres	Malmö	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
13 "	Storebelt	Aalborg	"	"	
		Frederikshaven	"	"	
13 "	Olga	Copenhagen	"	"	
13 "	Esbjerg	Bandholm	"	"	
		Odense	"	"	
13 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
13 "	Minsk	Esbjerg	"	"	
18 "	Horsa	Aarhuus	"	"	
		Frederikshaven	"	"	
18 "	Romny	Aalborg	"	"	
20 "	Orrik	Gothenborg	"	"	
20 "	Minsk	Esbjerg	"	"	
20 "	Vesta	Malmö	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
20 "	Jyden	Randers	"	"	
20 "	Constantin	Copenhagen	"	2 cows.	
20 "	Esbernsnare	Horsens	"	nil.	
		Frederikshaven	"	"	
20 "	Kronen	Nykjobing	"	"	
		Odense	"	"	
20 "	Union	Nakskov	"	"	
		Svendborg	"	"	
27 "	Hengest	Aarhuus	"	"	
		Frederikshaven	"	"	
27 "	Octa	Gothenborg	"	"	
27 "	Minsk	Esbjerg	"	"	
27 "	Ceres	Malmö	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
27 "	Knuthenborg	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
27 "	Esbjerg	Bandholm	"	"	
		Odense	"	"	
27 "	Niord	Randers	"	"	
27 "	Storebelt	Aalborg	"	"	
		Frederikshaven	"	"	
27 "	Olga	Copenhagen	"	"	
3 September	Horsa	Aarhuus	"	"	
		Frederikshaven	"	"	
3 "	Orrik	Gothenborg	"	"	
3 "	Romny	Esbjerg	"	"	
3 "	Vesta	Malmö	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
3 "	Union	Nakskov	"	"	
		Svendborg	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
3 September -	Esbernsnare - -	Horsens - - - Odense - - -	nil	nil.	
3 " -	Jyden - - -	Randers - - -	"	"	
3 " -	Georg - - -	Aalborg - - - Frederikshaven Hals - - -	" " "	" " "	
3 " -	Constantin - -	Copenhagen - -	"	"	
3 " -	Storebelt - -	Aalborg - - - Frederikshaven Hals - - -	" " "	" " "	
10 " -	Minsk - - -	Esbjerg - - -	"	"	
10 " -	Niord - - -	Randers - - -	"	"	
10 " -	Olga - - -	Copenhagen - -	"	"	
10 " -	Hengest - - -	Aarhuus - - - Frederikshaven	" "	1 cow. nil.	
10 " -	Ceres - - -	Malmo - - - Landskrona - - Helsingborg - -	" " "	" " "	
10 " -	Octa - - -	Gothenborg - -	"	"	
10 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
10 " -	Knuthenborg - -	Bandholm - - - Horsens - - -	" "	" "	
17 " -	Horsa - - -	Aarhuus - - - Frederikshaven	" "	" "	
17 " -	Orrik - - -	Gothenborg - -	"	"	
17 " -	Jyden - - -	Randers - - -	"	"	
17 " -	Romny - - -	Aalborg - - - Frederikshaven Hals - - -	" " "	" " "	
17 " -	Georg - - -	Copenhagen - -	"	"	
17 " -	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
17 " -	Vesta - - -	Malmo - - - Landskrona - - Helsingborg - -	" " "	" " "	
17 " -	Minsk - - -	Esbjerg - - -	"	"	
17 " -	Union - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
22 " -	Storebelt - -	Aalborg - - - Hals - - -	" "	" "	
24 " -	Hengest - - -	Aarhuus - - - Frederikshaven	" "	" "	
24 " -	Minsk - - -	Esbjerg - - -	"	"	
24 " -	Niord - - -	Randers - - -	"	"	
24 " -	Olga - - -	Copenhagen - -	"	"	
24 " -	Esbernsnare - -	Horsens - - - Frederikshaven	" "	" "	
24 " -	Ceres - - -	Malmo - - - Landskrona - - Helsingborg - -	" " "	" " "	
24 " -	Knuthenberg - -	Nakskov - - - Svendborg - - - Nykjobing - - - Odense - - -	" " " "	" " " "	
1 October -	Horsa - - -	Aarhuus - - - Frederikshaven	" "	" "	
1 " -	Orrik - - -	Gothenborg - -	"	"	
1 " -	Vesta - - -	Malmo - - - Landskrona - - Helsingborg - -	" " "	" " "	
1 " -	Jyden - - -	Randers - - -	"	"	
1 " -	Romny - - -	Aalborg - - - Frederikshaven	" "	" "	
1 " -	Georg - - -	Copenhagen - -	"	"	
1 " -	Minsk - - -	Esbjerg - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
1 October	- Esbjerg - - -	Bandholm - - -	nil	nil.	
1 "	- Union - - -	Odense - - -	"	"	
		Nakskov - - -	"	"	
		Svendborg - - -	"	"	
8 "	- Hengist - - -	Horsens - - -	"	"	
		Aarhuus - - -	"	"	
8 "	- Octa - - -	Frederikshaven - - -	"	"	
8 "	- Niord - - -	Gothenborg - - -	"	"	
8 "	- Ceres - - -	Randers - - -	"	"	
		Malmo - - -	"	"	
		Landskrona - - -	"	"	
8 "	- Storebelt - - -	Helsingborg - - -	"	"	
8 "	- Esbernssnare - - -	Aalborg - - -	"	"	
		Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
8 "	- Olga - - -	Copenhagen - - -	"	"	
8 "	- Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
8 "	- Minsk - - -	Esbjerg - - -	"	"	
8 "	- Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
15 "	- Storebelt - - -	Esbjerg - - -	"	"	
15 "	- Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
15 "	- Orrik - - -	Gothenborg - - -	"	"	
15 "	- Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
15 "	- Romny - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
		Frederikshaven - - -	"	"	
15 "	- Union - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
15 "	- Esbjerg - - -	Odense - - -	"	"	
15 "	- Georg - - -	Copenhagen - - -	"	"	
16 "	- Jyden - - -	Randers - - -	"	"	
20 "	- Olga - - -	Aalborg - - -	"	"	
20 "	- Niord - - -	Randers - - -	"	"	
22 "	- Constantin - - -	Copenhagen - - -	"	"	
22 "	- Esbernssnare - - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
22 "	- Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
22 "	- Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
22 "	- Minsk - - -	Esbjerg - - -	"	"	
22 "	- Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
22 "	- Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
29 "	- Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
29 "	- Orrik - - -	Gothenburg - - -	"	"	
29 "	- Minsk - - -	Esbjerg - - -	"	"	
29 "	- Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
29 "	- Jyden - - -	Randers - - -	"	"	
29 "	- Union - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
29 "	- Georg - - -	Copenhagen - - -	"	"	
29 "	- Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
29 "	- Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
3 November -	Olga - - -	Aalborg - - -	nil	nil.	
3 " -	Niord - - -	Randers - - -	"	"	
5 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
5 " -	Octa - - -	Gothenborg - - -	"	"	
5 " -	Constantin - - -	Copenhagen - - -	"	"	
5 " -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
5 " -	Ceres - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
5 " -	Minsk - - -	Esbjerg - - -	"	"	
5 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
5 " -	Knuthenborg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
12 " -	Horsa - - -	Aarhuus - - -	"	1 cow.	
		Frederikshaven - - -	"	nil.	
12 " -	Georg - - -	Copenhagen - - -	"	"	
12 " -	Union - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
12 " -	Jyden - - -	Randers - - -	"	"	
12 " -	Minsk - - -	Esbjerg - - -	"	"	
12 " -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
12 " -	Storebelt - - -	Nakshov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
12 " -	Vesta - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
19 " -	Olga - - -	Aalborg - - -	"	"	
19 " -	Knuthenborg - - -	Nakshov - - -	"	"	
		Svendborg - - -	"	"	
19 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
19 " -	Ceres - - -	Malmö - - -	"	"	
		Helsingborg - - -	"	"	
20 " -	Constantin - - -	Copenhagen - - -	"	"	
20 " -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
21 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
22 " -	Minsk - - -	Esbjerg - - -	"	"	
22 " -	Niord - - -	Randers - - -	"	"	
26 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
26 " -	Vesta - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
26 " -	Union - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
27 " -	Georg - - -	Copenhagen - - -	"	"	
27 " -	Storebelt - - -	Nakshov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
28 " -	Minsk - - -	Esbjerg - - -	"	"	
28 " -	Orrik - - -	Gothenborg - - -	"	"	
29 " -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
29 " -	Jyden - - -	Randers - - -	"	"	
1 December -	Olga - - -	Aalborg - - -	"	"	
1 " -	Niord - - -	Randers - - -	"	"	
1 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
3 " -	Constantin - - -	Copenhagen - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
3 December	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	nil " "	nil. " "	
3 "	Union - - -	Esbjerg - - -	"	"	
3 "	Esbernsnare - - -	Horsens - - - Frederikshaven - - -	" "	" "	
3 "	Knuthenborg - - -	Nakskov - - - Svendborg - - -	" "	" "	
3 "	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
10 "	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
10 "	Union - - -	Esbjerg - - -	"	"	
10 "	Vesta - - -	Malmo - - - Helsingborg - - -	" "	" "	
10 "	Jyden - - -	Randers - - -	"	"	
10 "	Minsk - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
10 "	Georg - - -	Copenhagen - - -	"	"	
11 "	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
11 "	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
15 "	Olga - - -	Aalborg - - -	"	"	
17 "	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
17 "	Minsk - - -	Esbjerg - - -	"	"	
17 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
17 "	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
17 "	Knuthenborg - - -	Nakskov - - - Svendborg - - -	" "	" "	
17 "	Constantin - - -	Copenhagen - - -	"	"	
17 "	Esbernsnare - - -	Horsens - - - Frederikshaven - - -	" "	" "	
17 "	Niord - - -	Randers - - -	"	"	
17 "	Orrik - - -	Gothenborg - - -	"	"	
22 "	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
22 "	Minsk - - -	Esbjerg - - -	"	"	
22 "	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
22 "	Jyden - - -	Randers - - -	"	"	
23 "	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
24 "	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
24 "	Union - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
24 "	Georg - - -	Copenhagen - - -	"	"	
24 "	Octa - - -	Gothenborg - - -	"	"	
31 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
31 "	Minsk - - -	Esbjerg - - -	"	"	
31 "	Olga - - -	Aalborg - - -	"	"	
31 "	Niord - - -	Randers - - -	"	"	
31 "	Constantin - - -	Copenhagen - - -	"	"	
31 "	Esbernsnare - - -	Horsens - - - Frederikshaven - - -	" "	" "	
31 "	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
31 December -	Kronen - - -	Nykjobing - - -	nil	nil.	
		Odense - - -	"	"	
31 " -	Knuthenborg - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
1889 :					
5 January -	Minsk - - -	Esbjerg - - -	nil	nil.	
7 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - -	"	"	
7 " -	Vesta - - -	Malmo - - -	"	1 ox.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
7 " -	Union - - -	Aalborg - - -	"	"	
		Frederikshaven - -	"	"	
		Hals - - -	"	"	
7 " -	Georg - - -	Copenhagen - - -	"	"	
7 " -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
7 " -	Storebelt - - -	Naskkov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
7 " -	Jyden - - -	Randers - - -	"	"	
8 " -	Octa - - -	Gothenborg - - -	"	"	
12 " -	Minsk - - -	Esbjerg - - -	"	"	
12 " -	Olga - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
12 " -	Niord - - -	Randers - - -	"	"	
14 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - -	"	"	
14 " -	Orrik - - -	Gothenborg - - -	"	"	
14 " -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - -	"	"	
14 " -	Constantin - - -	Copenhagen - - -	"	"	
14 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
14 " -	Kronen - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
14 " -	Knuthenborg - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
19 " -	Minsk - - -	Esbjerg - - -	"	"	
21 " -	Horsa - - -	Aarhuus - - -	"	1 ox.	
		Frederikshaven - -	"	nil.	
21 " -	Vesta - - -	Malmo - - -	"	1 ox.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
21 " -	Union - - -	Aalborg - - -	"	"	
		Frederikshaven - -	"	"	
21 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
21 " -	Esbjerg - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
21 " -	Jyden - - -	Randers - - -	"	"	
21 " -	Georg - - -	Copenhagen - - -	"	"	
26 " -	Minsk - - -	Esbjerg - - -	"	"	
28 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - -	"	"	
28 " -	Orrik - - -	Gothenborg - - -	"	"	
28 " -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
28 " -	Esbernsnare - - -	Horsens - - -	"	"	
		Frederikshaven - -	"	"	
28 " -	Constantin - - -	Copenhagen - - -	"	"	
28 " -	Niord - - -	Randers - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
28 January	- Olga - - -	Aalborg - - -	nil	nil.	
		Hals - - -	"	"	
28 "	- Knuthenborg - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
28 "	- Kronen - - -	Odense - - -	"	"	
4 February					
	- Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
4 "	- Union - - -	Aalborg - - -	"	"	
4 "	- Jyden - - -	Randers - - -	"	"	
4 "	- Esbjerg - - -	Odense - - -	"	"	
		Frederikshaven - - -	"	"	
4 "	- Georg - - -	Copenhagen - - -	"	"	
4 "	- Minsk - - -	Esbjerg - - -	"	{ 2 oxen. 3 cows.	
5 "	- Horsa - - -	Aarhuus - - -	"	nil.	
		Frederikshaven - - -	"	"	
5 "	- Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	1 cow.	
11 "	- Orrik - - -	Gothenborg - - -	"	nil.	
11 "	- Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	2 cows.	
11 "	- Kronen - - -	Odense - - -	"	nil.	
11 "	- Knuthenborg - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
11 "	- Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
11 "	- Niord - - -	Randers - - -	"	"	
11 "	- Olga - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
11 "	- Esbernsnare - -	Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
11 "	- Constantin - - -	Copenhagen - - -	"	"	
11 "	- Minsk - - -	Esbjerg - - -	"	13 cows.	
18 "	- Horsa - - -	Aarhuus - - -	"	nil.	
		Frederikshaven - - -	"	"	
18 "	- Minsk - - -	Esbjerg - - -	"	"	
18 "	- Union - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
18 "	- Georg - - -	Copenhagen - - -	"	"	
18 "	- Vesta - - -	Malmo - - -	"	"	
18 "	- Kronen - - -	Esbjerg - - -	"	"	
18 "	- Storebelt - - -	Nakskov - - -	"	"	
18 "	- Jyden - - -	Randers - - -	"	"	
19 "	- Esbjerg - - -	Nyborg - - -	"	"	
23 "	- Minsk - - -	Esbjerg - - -	"	"	
23 "	- Niord - - -	Randers - - -	"	"	
25 "	- Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
25 "	- Orrik - - -	Gothenborg - - -	"	"	
25 "	- Olga - - -	Aalborg - - -	"	"	
		Frederikshaven - - -	"	"	
25 "	- Ceres - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
25 "	- Constantin - - -	Copenhagen - - -	"	"	
25 "	- Knuthenborg - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
25 "	- Esbernsnare - -	Horsens - - -	"	"	
		Odense - - -	"	"	
2 March	- Minsk - - -	Esbjerg - - -	"	"	
2 "	- Union - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
4 March	- Horsa - - -	Aarhuus - - - Frederikshaven - -	nil	nil.	
4 "	- Oeta - - -	Gothenborg - -	"	"	
4 "	- Vesta - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	
4 "	- Georg - - -	Copenhagen - -	"	"	
4 "	- Storebelt - -	Nakskov - - - Svendborg - -	"	"	
9 "	- Esbernsnare - -	Frederikshaven - -	"	"	
9 "	- Minsk - - -	Esbjerg - - -	"	"	
11 "	- Union - - -	- ditto - - -	"	"	
11 "	- Storebelt - -	- ditto - - -	"	"	
11 "	- Ceres - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	
11 "	- Constantin - -	Elsinore - - -	"	"	
11 "	- Georg - - -	Frederikshaven - -	"	"	
11 "	- Orrik - - -	Gothenborg - -	"	"	
11 "	- Knuthenborg - -	Nakskov - - - Esbjerg - - -	"	"	
15 "	- Minsk - - -	- ditto - - -	"	"	
16 "	- Jyden - - -	Randers - - -	"	"	
18 "	- Hengest - - -	Aarhuus - - -	"	"	
18 "	- Vesta - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	
18 "	- Constantin - -	Frederikshaven - -	"	"	
18 "	- Union - - -	Esbjerg - - -	"	"	
18 "	- Esbernsnare - -	- ditto - - -	"	"	
18 "	- Olga - - -	Elsinore - - -	"	"	
23 "	- Minsk - - -	Esbjerg - - -	"	"	
23 "	- Kronen - - -	- ditto - - -	"	"	
25 "	- Horsa - - -	Aarhuus - - - Frederikshaven - -	"	"	
25 "	- Orrik - - -	Gothenborg - -	"	"	
25 "	- Ceres - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	
25 "	- Niord - - -	Randers - - -	"	"	
25 "	- Georg - - -	Copenhagen - -	"	"	
25 "	- Union - - -	Frederikshaven - -	"	"	
25 "	- Knuthenborg - -	Nakskov - - - Svendborg - -	"	"	
25 "	- Esbjerg - - -	Horsens - - - Odense - - -	"	"	
30 "	- Kronen - - -	Esbjerg - - -	"	"	
30 "	- Jyden - - -	Randers - - -	"	"	
1 April	- Hengest - - -	Aarhuus - - - Frederikshaven - -	"	"	
1 "	- Oeta - - -	Gothenborg - -	"	"	
1 "	- Vesta - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	
1 "	- Storebelt - -	Nakskov - - - Svendborg - -	"	"	
		Frederikshaven - -	"	"	
1 "	- Esbernsnare - -	Horsens - - - Odense - - -	"	"	
1 "	- Olga - - -	Aalborg - - -	"	"	
1 "	- Constantin - -	Copenhagen - -	"	"	
6 "	- Minsk - - -	Esbjerg - - -	"	"	
6 "	- Union - - -	Aalborg - - -	"	"	
6 "	- Niord - - -	Randers - - -	"	"	
8 "	- Ceres - - -	Malmo - - - Landskrona - -	"	"	
		Helsingborg - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
8 April -	Horsa - - -	Aarhuus - - - Frederikshaven - -	nil "	nil. "	
8 " -	Georg - - -	Copenhagen - -	"	"	
8 " -	Orrik - - -	Gothenborg - -	"	"	
8 " -	Knuthenborg - -	Nakskov - - - Svendborg - - - Aalborg - - -	" " "	" " "	
8 " -	Esbjerg - - -	Horsens - - - Odense - - - Frederikshaven - -	" " "	" " "	
8 " -	Odin - - -	Christiania - -	"	"	
13 " -	Jyden - - -	Randers - - -	"	"	
13 " -	Minsk - - -	Esbjerg - - -	"	"	
13 " -	Olga - - -	Aalborg - - - Hals - - -	" "	" "	
13 " -	Esbernsnare - -	Esbjerg - - -	"	"	
15 " -	Hengest - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
15 " -	Octa - - -	Gothenborg - -	"	"	
15 " -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
15 " -	Constantin - -	Copenhagen - -	"	"	
15 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
15 " -	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
20 " -	Minsk - - -	Esbjerg - - -	"	"	
22 " -	Horsa - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
22 " -	Orrik - - -	Gothenborg - -	"	"	
22 " -	Niord - - -	Randers - - -	"	"	
22 " -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
22 " -	Knuthenborg - -	Nakskov - - - Svenborg - - - Horsens - - -	" " "	" " "	
22 " -	Esbjerg - - -	Bandholm - - - Odense - - -	" "	" "	
23 " -	Georg - - -	Copenhagen - -	"	"	
27 " -	Expres - - -	Ebsjerg - - -	"	"	
27 " -	Jyden - - -	Randers - - -	"	"	
27 " -	Olga - - -	Aalborg - - - Hals - - -	" "	" "	
29 " -	Hengest - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
29 " -	Octa - - -	Gothenborg - -	"	"	
29 " -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
29 " -	Storebelt - - -	Nakskov - - - Svendborg - - -	" "	" "	
29 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
29 " -	Esbernsnare - -	Horsens - - - Frederikshaven - -	" "	1 calf. nil.	
29 " -	Constantin - -	Copenhagen - -	"	"	
4 May -	Riberhuus - - -	Esbjerg - - -	"	"	
4 " -	Niord - - -	Randers - - -	"	"	
4 " -	Union - - -	Aalborg - - - Hals - - -	" "	" "	
6 " -	Horsa - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
6 " -	Orrik - - -	Gothenborg - -	"	"	

PORT OF NEWCASTLE--continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
6 May -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	nil " "	nil. " "	
6 " -	Knuthenborg - -	Nakskov - - - Svendborg - - - Horsens - - - Frederikshaven - -	" " " "	" " " "	
6 " -	Esbjerg - - -	Bandholm - - - Odense - - - Frederikshaven - -	" " "	" " "	
6 " -	Georg - - -	Copenhagen - - -	"	"	
11 " -	Minsk - - -	Esbjerg - - -	"	"	
11 " -	Jyden - - -	Randers - - -	"	"	
11 " -	Olga - - -	Aalborg - - - Hals - - -	" "	" "	
13 " -	Hengest - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
13 " -	Octa - - -	Gothenborg - - -	"	"	
13 " -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
13 " -	Expres - - -	Nakskov - - - Svendborg - - -	" "	" "	
13 " -	Kronen - - -	Nykjobing - - - Odense - - -	" "	" "	
13 " -	Constantin - - -	Copenhagen - - -	"	"	
13 " -	Ebernsnare - - -	Horsens - - - Frederikshaven - -	" "	" "	
18 " -	Koldinghuus - -	Esbjerg - - -	"	"	
18 " -	Olga - - -	Aalborg - - - Hals - - -	" "	" "	
18 " -	Niord - - -	Randers - - -	"	"	
20 " -	Horsa - - -	Aarhuus - - - Frederikshaven - -	" "	" "	
20 " -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
20 " -	Georg - - -	Copenhagen - - -	"	"	
20 " -	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
20 " -	Esbjerg - - -	Bandholm - - - Odense - - - Frederikshaven - -	" " "	" " "	
25 " -	Riberhuus - - -	Esbjerg - - -	"	"	
25 " -	Olga - - -	Aalborg - - -	"	"	
27 " -	Hengest - - -	Aarhuus - - - Frederikshaven - -	" "	1 cow. nil.	
27 " -	Octa - - -	Gothenborg - - -	"	"	
27 " -	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
27 " -	Esbersnare - - -	Horsens - - - Frederikshaven - -	" "	" "	
27 " -	Expres - - -	Nakskov - - - Svendborg - - - Hals - - -	" " "	" 1 calf. nil.	
27 " -	Knuthenborg - -	Nykjobing - - - Odense - - -	" "	" "	
27 " -	Constantin - - -	Copenhagen - - -	"	"	
27 " -	Jyden - - -	Randers - - -	"	1 ox.	
3 June -	Horsa - - -	Aarhuus - - - Frederikshaven - -	" "	nil. "	
3 " -	Orrik - - -	Gothenborg - - -	"	"	
2 " -	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
3 June -	Union - - -	Aalborg - - -	nil.	nil.	
3 " -	Niord - - -	Randers - - -	"	"	
3 " -	Esbernsnare - - -	Aalborg - - -	"	"	
3 " -	Koldinghuus - - -	Esbjerg - - -	"	"	
3 " -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
3 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Frederikshaven - - -	"	"	
3 " -	Odin - - -	Christiania - - -	"	"	
8 " -	Jyden - - -	Randers - - -	"	"	
8 " -	Olga - - -	Aalborg - - -	"	"	
10 " -	Hengest - - -	Aarhuus - - -	"	1 cow.	
		Frederikshaven - - -	"	nil.	
10 " -	Octa - - -	Gothenborg - - -	"	"	
10 " -	Vesta - - -	Malmo - - -	"	2 oxen.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
10 " -	Riberhuus - - -	Esbjerg - - -	"	"	
10 " -	Expres - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
10 " -	Knuthenborg - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
11 " -	Constantin - - -	Copenhagen - - -	"	"	
11 " -	Esbjerg - - -	Horsens - - -	"	1 bull.	
		Aalborg - - -	"	nil.	
		Frederikshaven - - -	"	"	
15 " -	Niord - - -	Randers - - -	"	"	
15 " -	Union - - -	Aalborg - - -	"	"	
17 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
17 " -	Georg - - -	Copenhagen - - -	"	"	
17 " -	Esbernsnare - - -	- ditto - - -	"	"	
		Aalborg - - -	"	"	
		Hals - - -	"	"	
17 " -	Ceres - - -	Malmo - - -	"	1 ox.	
		Landskrona - - -	"	nil.	
		Helsingborg - - -	"	"	
17 " -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	1 calf.	
		Frederikshaven - - -	"	nil.	
17 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
		Aalborg - - -	"	"	
17 " -	Koldinghuus - - -	Esbjerg - - -	"	"	
17 " -	Odin - - -	Christiania - - -	"	"	
22 " -	Jyden - - -	Randers - - -	"	"	
22 " -	Olga - - -	Aalborg - - -	"	"	
24 " -	Constantin - - -	Hals - - -	"	"	
		Copenhagen - - -	"	"	
24 " -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
24 " -	Expres - - -	Esbjerg - - -	"	"	
24 " -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	
24 " -	Knuthenborg - - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
		Aalborg - - -	"	"	
24 " -	Esbjerg - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
		Frederikshaven - - -	"	"	
20 " -	Niord - - -	Randers - - -	"	"	
29 " -	Union - - -	Aalborg - - -	"	"	
29 " -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven - - -	"	"	

PORT OF NEWCASTLE—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
1 July - -	Orrik - - -	Gothenborg - -	nil	nil.	
1 " - -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - -	"	"	
		Helsingborg - -	"	"	
1 " - -	Koldinghuus - -	Esbjerg - - -	"	1 cow.	
1 " - -	Esbernsnare - -	Horsens - - -	"	nil.	
		Aalborg - - -	"	"	
1 " - -	Georg - - -	Copenhagen - -	"	"	
1 " - -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - -	"	"	
		Frederikshaven -	"	"	
1 " - -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
8 " - -	Koldinghuus - -	Esbjerg - - -	"	"	
8 " - -	Union - - -	- ditto - - -	"	"	
8 " - -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven -	"	"	
8 " - -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - -	"	"	
		Helsingborg - -	"	"	
8 " - -	Knuthenborg - -	Nykjobing - - -	"	"	
		Odense - - -	"	"	
8 " - -	Esbjerg - - -	Nakskov - - -	"	"	
		Svendborg - -	"	"	
		Horsens - - -	"	"	
8 " - -	Georg - - -	Aalborg - - -	"	"	
		Hals - - -	"	"	
		Frederikshaven -	"	"	
15 " - -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - -	"	"	
		Helsingborg - -	"	"	
15 " - -	Olga - - -	Copenhagen - -	"	"	
15 " - -	Niord - - -	Randers - - -	"	"	
15 " - -	Esbernsnare - -	Horsens - - -	"	"	
		Frederikshaven -	"	"	
16 " - -	Minsk - - -	Aalborg - - -	"	"	
15 " - -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven -	"	"	
15 " - -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
15 " - -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - -	"	"	
15 " - -	Riberhuus - - -	Esbjerg - - -	"	"	
22 " - -	Vesta - - -	Malmo - - -	"	"	
		Landskrona - -	"	"	
		Helsingborg - -	"	"	
22 " - -	Hengest - - -	Aarhuus - - -	"	"	
		Frederikshaven -	"	"	
22 " - -	Expres - - -	Esbjerg - - -	"	"	
22 " - -	Georg - - -	Aalborg - - -	"	"	
		Frederikshaven -	"	"	
22 " - -	Constantin - - -	Copenhagen - -	"	"	
		Frederikshaven -	"	"	
22 " - -	Knuthenborg - -	Nykjobing - - -	"	"	
		Svendborg - -	"	"	
		Odense - - -	"	"	
		Nakskov - - -	"	"	
27 " - -	Niord - - -	Randers - - -	"	"	
29 " - -	Ceres - - -	Malmo - - -	"	"	
		Landskrona - -	"	"	
		Helsingborg - -	"	"	
29 " - -	Horsa - - -	Aarhuus - - -	"	"	
		Frederikshaven -	"	"	
29 " - -	Orrik - - -	Gothenborg - -	"	"	
29 " - -	Riberhuus - - -	Esbjerg - - -	"	"	
29 " - -	Minsk - - -	Aalborg - - -	"	"	
		Frederikshaven -	"	"	
29 " - -	Olga - - -	Copenhagen - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
29 July	- Kronen - - -	Bandholm - - - Odense - - -	nil "	nil. "	
29 "	- Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
5 August	- Octa - - -	Gothenborg - - -	"	"	
5 "	- Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
5 "	- Vesta - - -	Malmö - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
5 "	- Riberhuus - - -	Esbjerg - - -	"	"	
5 "	- Union - - -	Odense - - - Horsens - - -	" "	" "	
5 "	- Knuthenborg - - -	Nykjobing - - - Svendborg - - - Randers - - -	" " "	" " "	
6 "	- Constantin - - -	Copenhagen - - -	"	"	
6 "	- Georg - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
12 "	- Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
12 "	- Olga - - -	Copenhagen - - -	"	"	
12 "	- Minsk - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
12 "	- Niord - - -	Randers - - -	"	"	
12 "	- Ceres - - -	Malmö - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
12 "	- Riberhuus - - -	Esbjerg - - -	"	"	
12 "	- Kronen - - -	Bandholm - - - Odense - - -	" "	" "	
12 "	- Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	" " "	" " "	
19 "	- Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
19 "	- Vesta - - -	Malmö - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
19 "	- Knuthenborg - - -	Nykjobing - - - Svendborg - - - Odense - - -	" " "	" " "	
19 "	- Georg - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
19 "	- Jyden - - -	Randers - - -	"	"	
19 "	- Union - - -	Horsens - - -	"	"	
19 "	- Constantin - - -	Copenhagen - - -	"	"	
19 "	- Riberhuus - - -	Esbjerg - - -	"	"	
26 "	- ditto - - -	- ditto - - -	"	"	
26 "	- Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
26 "	- Orrik - - -	Gothenborg - - -	"	"	
26 "	- Ceres - - -	Malmö - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
26 "	- Minsk - - -	Copenhagen - - -	"	"	
26 "	- Niord - - -	Randers - - -	"	1 ox.	
26 "	- Olga - - -	Aalborg - - - Frederikshaven - - -	" "	nil. "	
26 "	- Storebelt - - -	Nakskov - - - Svendborg - - - Odense - - -	" " "	" " "	
26 "	- Kronen - - -	Bandholm - - - Odense - - -	" "	" "	

PORT OF NEWCASTLE—*continued*.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
2 September	Hengest - - -	Aarhuus - - - Frederikshaven - -	nil	nil.	
2 "	Octa - - -	Gothenborg - - -	"	"	
2 "	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	"	"	
2 "	Georg - - -	Aalborg - - - Frederikshaven - - Hals - - -	"	"	
2 "	Jyden - - -	Randers - - -	"	1 ox.	
2 "	Riberhuus - - -	Eebjerg - - -	"	nil.	
2 "	Constantin - - -	Copenhagen - - -	"	"	
2 "	Union - - -	Horsens - - - Odense - - -	"	"	
2 "	Knuthenborg - - -	Nykjobing - - - Svendborg - - -	"	"	
2 "	Minsk - - -	Aalborg - - -	"	"	
9 "	Horsa - - -	Aarhuus - - - Frederikshaven - -	"	"	
9 "	Orrik - - -	Gothenborg - - -	"	"	
9 "	Niord - - -	Randers - - -	"	"	
9 "	Olga - - -	Copenhagen - - -	"	"	
9 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	"	"	
9 "	Riberhuus - - -	Esbjerg - - -	"	"	
9 "	Kronen - - -	Bandholm - - - Odense - - -	"	"	
9 "	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	"	"	
16 "	Hengest - - -	Aarhuus - - - Frederikshaven - -	"	"	
16 "	Vista - - -	Malmo - - - Landskrona - - - Helsingborg - - -	"	"	
16 "	Jyden - - -	Randers - - -	"	"	
16 "	Georg - - -	Aalborg - - - Frederikshaven - -	"	"	
16 "	Constantin - - -	Copenhagen - - -	"	"	
16 "	Riberhuus - - -	Esbjerg - - -	"	"	
16 "	Knuthenborg - - -	Nykjobing - - - Svendborg - - - Odense - - - Horsens - - -	"	"	
23 "	Horsa - - -	Aarhuus - - - Frederikshaven - -	"	"	
23 "	Orrik - - -	Gothenborg - - -	"	"	
23 "	Niord - - -	Randers - - -	"	"	
23 "	Olga - - -	Copenhagen - - -	"	"	
23 "	Minsk - - -	Aalborg - - -	"	1 cow.	
23 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	"	nil.	
23 "	Riberhuus - - -	Esbjerg - - -	"	"	
23 "	Kronen - - -	Bandholm - - - Odense - - -	"	"	
23 "	Storebelt - - -	Nakskov - - - Svendborg - - - Horsens - - -	"	"	
30 "	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	"	"	
30 "	Hengest - - -	Aarhuus - - - Frederikshaven - -	"	"	
30 "	Constantin - - -	Copenhagen - - -	"	"	
30 "	Georg - - -	Aalborg - - - Hals - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
23 September -	Riberhuus - - -	Esbjerg - - -	nil	nil.	
23 " -	Knuthenborg - - -	Nykjobing - - -	"	"	
		Svendborg - - -	"	"	
30 " -	Union - - -	Horsens - - -	"	"	
		Odense - - -	"	"	
		Frederikshaven - - -	"	"	
30 " -	Jyden - - -	Randers - - -	"	"	
30 " -	Octa - - -	Gothenborg - - -	"	"	
7 October -	Horsa - - -	Aarhus - - -	"	"	
		Frederikshaven - - -	"	"	
7 " -	Orrik - - -	Gothenborg - - -	"	"	
7 " -	Ceres - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
7 " -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
7 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
7 " -	Olga - - -	Copenhagen - - -	"	"	
		Frederikshaven - - -	"	"	
7 " -	Riberhuus - - -	Esbjerg - - -	"	"	
7 " -	Romny - - -	Aalborg - - -	"	1 cow.	
14 " -	Hengest - - -	Aarhus - - -	"	nil.	
		Frederikshaven - - -	"	"	
14 " -	Octa - - -	Gothenborg - - -	"	"	
14 " -	Vesta - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
14 " -	Constantin - - -	Copenhagen - - -	"	"	
		Aalborg - - -	"	"	
14 " -	Georg - - -	Frederikshaven - - -	"	"	
14 " -	Jyden - - -	Randers - - -	"	"	
14 " -	Union - - -	Horsens - - -	"	"	
		Odense - - -	"	"	
14 " -	Knuthenborg - - -	Nykjobing - - -	"	"	
		Svendborg - - -	"	"	
14 " -	Minsk - - -	Esbjerg - - -	"	"	
21 " -	Ceres - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
21 " -	Horsa - - -	Aarhus - - -	"	"	
		Frederikshaven - - -	"	"	
21 " -	Orrik - - -	Gothenborg - - -	"	"	
21 " -	Olga - - -	Copenhagen - - -	"	"	
21 " -	Romny - - -	Aalborg - - -	"	"	
21 " -	Niord - - -	Randers - - -	"	"	
21 " -	Kronen - - -	Bandholm - - -	"	"	
		Odense - - -	"	"	
21 " -	Storebelt - - -	Nakskov - - -	"	"	
		Svendborg - - -	"	"	
		Horsens - - -	"	"	
21 " -	Riberhuus - - -	Esbjerg - - -	"	"	
28 " -	Hengest - - -	Aarhus - - -	"	"	
		Frederikshaven - - -	"	"	
28 " -	Octa - - -	Gothenborg - - -	"	"	
28 " -	Vesta - - -	Malmö - - -	"	"	
		Landskrona - - -	"	"	
		Helsingborg - - -	"	"	
28 " -	Constantin - - -	Copenhagen - - -	"	"	
28 " -	Jyden - - -	Randers - - -	"	"	
28 " -	Minsk - - -	Aalborg - - -	"	"	
28 " -	Riberhuus - - -	Esbjerg - - -	"	"	
" -	Union - - -	Horsens - - -	"	"	
		Odense - - -	"	"	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
4 November	Ceres - - -	Malmo - - - Helsingborg - - -	nil "	nil. "	
4 "	Orrik - - -	Gothenborg - - -	"	"	
4 "	Olga - - -	Copenhagen - - -	"	"	
4 "	Romny - - -	Aalborg - - -	"	"	
4 "	Riberhuus - - -	Esbjerg - - -	"	"	
4 "	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	1 cow. nil.	
4 "	Kronen - - -	Bandholm - - - Odense - - - Frederikshaven - - -	" " "	" " "	
4 "	Storebelt - - -	Nakshov - - - Svendborg - - - Horsens - - -	" " "	" " "	
11 "	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
11 "	Octa - - -	Gothenborg - - -	"	"	
11 "	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
11 "	Constantin - - -	Copenhagen - - -	"	"	
11 "	Minsk - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
11 "	Jyden - - -	Randers - - -	"	"	
11 "	Riberhuus - - -	Esbjerg - - -	"	"	
11 "	Union - - -	Odense - - - Horsens - - -	" "	" "	
11 "	Knuthenborg - - -	Nykjobing - - - Svendborg - - -	" "	" "	
18 "	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
18 "	Orrik - - -	Gothenborg - - -	"	"	
18 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
18 "	Georg - - -	Aalborg - - - Frederikshaven - - -	" "	" "	
18 "	Olga - - -	Copenhagen - - -	"	"	
18 "	Riberhuus - - -	Esbjerg - - -	"	"	
18 "	Storebelt - - -	Nakshov - - - Svendborg - - - Horsens - - -	" " "	" " "	
18 "	Kronen - - -	Bandholm - - - Odense - - -	" "	" "	
25 "	Vesta - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
25 "	Jyden - - -	Randers - - -	"	"	
25 "	Minsk - - -	Aalborg - - -	"	"	
25 "	Constantin - - -	Copenhagen - - -	"	"	
25 "	Hengest - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	
25 "	Octa - - -	Gothenborg - - -	"	"	
25 "	Riberhuus - - -	Esbjerg - - -	"	"	
25 "	Knuthenborg - - -	Nykjobing - - - Svendborg - - -	" "	" "	
25 "	Union - - -	Horsens - - - Odense - - -	" "	" "	
30 "	Georg - - -	Aalborg - - -	"	"	
2 December	Niord - - -	Randers - - -	"	"	
2 "	Olga - - -	Copenhagen - - -	"	"	
2 "	Ceres - - -	Malmo - - - Landskrona - - - Helsingborg - - -	" " "	" " "	
2 "	Horsa - - -	Aarhuus - - - Frederikshaven - - -	" "	" "	

PORT OF NEWCASTLE—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
2 December	Kronen	Bandholm	nil	nil.	
		Odense	"	"	
2 "	Orrik	Gothenborg	"	"	
2 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
2 "	Riberhuus	Esbjerg	"	"	
9 "	Hengest	Aarhus	"	"	
		Frederikshaven	"	"	
9 "	Octa	Gothenborg	"	"	
9 "	Vesta	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
9 "	Constantin	Copenhagen	"	"	
9 "	Minsk	Aalborg	"	"	
9 "	Jyden	Randers	"	"	
9 "	Knuthenborg	Nykjobing	"	"	
		Svendborg	"	"	
		Frederikshaven	"	"	
9 "	Union	Horsens	"	"	
		Odense	"	"	
9 "	Riberhuus	Esbjerg	"	"	
16 "	Ceres	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
16 "	Horsa	Aarhus	"	"	
		Frederikshaven	"	"	
16 "	Orrik	Gothenborg	"	"	
16 "	Olga	Copenhagen	"	"	
16 "	Niord	Randers	"	1 cow.	
16 "	Georg	Aalborg	"	nil.	
		Frederikshaven	"	"	
		Hals	"	"	
16 "	Kronen	Bandholm	"	"	
		Odense	"	"	
16 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
16 "	Riberhuus	Esbjerg	"	"	
23 "	Vesta	Malmo	"	"	
		Landskrona	"	"	
		Helsingborg	"	"	
23 "	Hengest	Aarhus	"	"	
		Frederikshaven	"	"	
23 "	Constantin	Copenhagen	"	"	
23 "	Minsk	Aalborg	"	"	
		Frederikshaven	"	"	
23 "	Knuthenborg	Nykjobing	"	"	
		Odense	"	"	
23 "	Riberhuus	Esbjerg	"	"	
23 "	Union	Horsens	"	"	
		Odense	"	"	
23 "	Octa	Gothenborg	"	"	
30 "	Ceres	Malmo	"	"	
		Helsingborg	"	"	
30 "	Horsa	Aarhus	"	"	
		Frederikshaven	"	"	
30 "	Niord	Randers	"	"	
30 "	Georg	Aalborg	"	"	
		Frederikshaven	"	"	
30 "	Olga	Copenhagen	"	"	
30 "	Kronen	Bandholm	"	"	
		Odense	"	"	
30 "	Storebelt	Nakskov	"	"	
		Svendborg	"	"	
		Horsens	"	"	
30 "	Orrik	Gothenborg	"	"	

PORT OF PLYMOUTH.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
7 January	E.C.T.	Corunna	nil	nil.	Killed on board in consequence of injury through the rough sea.
23 " "	Elfrida	ditto	"	3	
4 February	E.C.T.	ditto	"	nil.	
14 " "	Elfrida	ditto	"	"	
9 March	E.C.T.	ditto	"	"	
15 " "	Elfrida	ditto	"	"	
28 " "	E.C.T.	ditto	"	"	
9 April	Elfrida	ditto	"	"	
16 " "	E.C.T.	ditto	"	"	
28 " "	Elfrida	ditto	"	"	
3 May	E.C.T.	ditto	"	"	
18 " "	Elfrida	ditto	"	"	
19 " "	E.C.T.	ditto	"	"	
30 " "	ditto	ditto	"	"	
4 June	Elfrida	ditto	"	"	
9 " "	Hephzibah	ditto	"	"	
16 " "	E.C.T.	ditto	"	"	
26 " "	Elfrida	ditto	"	"	
28 " "	Hephzibah	ditto	"	"	
6 July	E.C.T.	ditto	"	"	
18 " "	Hephzibah	ditto	"	"	
18 " "	Elfrida	ditto	"	"	
30 " "	E.C.T.	ditto	"	"	
11 August	Elfrida	ditto	"	"	
16 " "	Plymouth	Channel Islands	"	"	
22 " "	Hephzibah	Corunna	"	"	
23 " "	Intrepid	Channel Islands	"	"	
28 " "	E.C.T.	Corunna	"	"	
30 " "	Elfrida	ditto	"	"	
3 September	Plymouth	Channel Islands	"	"	
6 " "	ditto	ditto	"	"	
14 " "	Hephzibah	Corunna	"	"	
17 " "	E.C.T.	ditto	"	"	
19 " "	Intrepid	Channel Islands	"	"	
21 " "	James and Mary	ditto	"	"	
24 " "	Plymouth	ditto	"	"	
29 " "	Elfrida	Corunna	"	"	
1 October	Hephzibah	ditto	"	"	
8 " "	Plymouth	Channel Islands	"	"	
17 " "	E.C.T.	Corunna	"	"	
22 " "	Elfrida	ditto	"	"	
29 " "	Hephzibah	ditto	"	"	
1 November	Plymouth	Channel Islands	"	"	
9 " "	E.C.T.	Corunna	"	"	
10 " "	Elfrida	ditto	"	"	
19 " "	Plymouth	Channel Islands	"	"	
28 " "	Hephzibah	Corunna	"	"	
19 December	E.C.T.	ditto	"	"	
24 " "	Elfrida	ditto	"	"	
1889 :					
12 January	Hephzibah	ditto	"	"	
1 February	ditto	ditto	"	"	
16 " "	E.C.T.	ditto	"	"	
28 " "	Plymouth	Channel Islands	"	"	

PORT OF PLYMOUTH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
7 March	Hephzibah	Corunna	nil	nil.	
18 "	E.C.T.	ditto	"	"	
26 "	Hephzibah	ditto	"	"	
5 April	Elfrida	ditto	"	"	
11 "	E.C.T.	ditto	"	"	
18 "	Plymouth	Channel Islands	"	"	
20 "	Hephzibah	Corunna	"	"	
23 "	Elfrida	ditto	"	"	
25 "	Plymouth	Channel Islands	"	"	
30 "	E.C.T.	Corunna	"	"	
6 May	Hephzibah	ditto	"	"	
13 "	Plymouth	Channel Islands	"	"	
13 "	Elfrida	Corunna	"	"	
16 "	Plymouth	Channel Islands	"	"	
20 "	ditto	ditto	"	"	
20 "	E.C.T.	Corunna	"	"	
27 "	Plymouth	Channel Islands	"	"	
27 "	Hephzibah	Corunna	"	"	
31 "	Elfrida	ditto	"	"	
31 "	Intrepid	Channel Islands	"	"	
3 June	Plymouth	ditto	"	"	
6 "	E.C.T.	Corunna	"	"	
17 "	Plymouth	Channel Islands	"	"	
17 "	Hephzibah	Corunna	"	"	
21 "	Little Vixen	ditto	"	"	
29 "	E.C.T.	ditto	"	"	
1 July	Plymouth	Channel Islands	"	"	
8 "	Hephzibah	Corunna	"	"	
10 "	Plymouth	Channel Islands	"	"	
12 "	Elfrida	Corunna	"	"	
16 "	E.C.T.	ditto	"	"	
25 "	Hephzibah	ditto	"	"	
31 "	Fawn	Channel Islands	"	"	
1 August	Aquila	ditto	"	"	
2 "	Elfrida	Corunna	"	"	
7 "	E.C.T.	ditto	"	"	
13 "	Hephzibah	ditto	"	"	
21 "	Elfrida	ditto	"	"	
24 "	E.C.T.	ditto	"	"	
29 "	Aquila	Channel Islands	"	"	
5 September	ditto	ditto	"	"	
5 "	Hephzibah	Corunna	"	"	
9 "	Elfrida	ditto	"	"	
10 "	Aquila	Channel Islands	"	"	
16 "	ditto	ditto	"	"	
17 "	E.C.T.	Corunna	"	"	
19 "	Aquila	Channel Islands	"	"	
23 "	ditto	ditto	"	"	
25 "	Hephzibah	Corunna	"	"	
26 "	Aquila	Channel Islands	"	"	
30 "	Elfrida	Corunna	"	"	
5 October	Aquila	Channel Islands	"	"	
8 "	E.C.T.	Corunna	"	"	
14 "	Hephzibah	ditto	"	"	
18 "	Elfrida	ditto	"	"	
31 "	E.C.T.	ditto	"	"	
4 November	Hephzibah	ditto	"	"	
9 "	Intrepid	Channel Islands	"	"	
15 "	Elfrida	Corunna	"	"	
20 "	E.C.T.	ditto	"	"	
25 "	Hephzibah	ditto	"	"	
2 December	Elfrida	ditto	"	"	
11 "	E.C.T.	ditto	"	"	
16 "	Hephzibah	ditto	"	"	
21 "	Elfrida	ditto	"	"	

PORT OF PORTSMOUTH.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
5 January	Oporto	Oporto	nil	nil.	
24 "	Elbe	Coruña	"	"	
31 "	Clio	Oporto	"	"	
7 February	Oporto	ditto	"	"	
18 "	ditto	Coruña	"	"	
27 "	Elbe	ditto	"	1 ox.	
6 March	Gladiator	ditto	"	nil.	
3 April	Elbe	Oporto	"	"	
14 "	Gladiator	ditto	"	"	
3 May	Elbe	Coruña	"	"	
11 "	Gladiator	ditto	"	"	
19 "	Oporto	Oporto	"	"	
29 "	ditto	ditto	"	"	
5 June	Elbe	ditto	"	"	
14 "	Gladiator	ditto	"	"	
23 "	Oporto	ditto	"	"	
3 July	Elbe	ditto	"	"	
13 "	Gladiator	ditto	"	"	
19 "	Oporto	ditto	"	"	
1 August	Elbe	ditto	"	"	
13 "	Gladiator	ditto	"	"	
20 "	Oporto	ditto	"	"	
3 September	Elbe	ditto	"	"	
15 "	Oporto	ditto	"	"	
12 October	ditto	ditto	"	"	
23 "	Italia	ditto	"	"	
9 November	Oporto	ditto	"	"	
24 "	Italia	ditto	"	2 oxen.	
10 December	Elbe	ditto	"	nil.	
17 "	Oporto	ditto	"	"	
28 "	Italia	ditto	"	"	
1889 :					
10 January	Elbe	ditto	"	"	
22 "	Oporto	ditto	"	1 ox.	
28 "	Italia	ditto	"	nil.	
14 February	Elbe	ditto	"	"	
20 "	Oporto	ditto	"	"	
4 March	Italia	ditto	"	"	
18 "	Elbe	ditto	"	"	
26 "	Oporto	ditto	"	"	
5 April	Italia	ditto	"	"	
20 "	Elbe	Coruña	"	"	
30 "	Oporto	Oporto	"	1 ox.	
16 May	ditto	Coruña	"	nil.	
27 "	ditto	Oporto	"	3 oxen.	
8 June	ditto	ditto	"	nil.	
20 "	ditto	Coruña	"	"	
3 July	ditto	Oporto	"	"	
15 "	ditto	ditto	"	"	
24 "	ditto	ditto	"	"	

PORT OF PORTSMOUTH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
1 August	Oporto	Coruña	nil	nil.	
15 "	ditto	Oporto	"	"	
28 "	ditto	ditto	"	"	
9 September	ditto	ditto	"	"	
21 "	ditto	ditto	"	1 ox.	
2 October	ditto	Coruña	"	nil.	
16 "	ditto	Oporto	"	"	
30 "	ditto	ditto	"	1 ox.	
11 November	ditto	Coruña	"	nil.	
21 "	ditto	Oporto	"	"	
3 December	ditto	ditto	"	"	
14 "	ditto	ditto	"	"	
27 "	ditto	Coruña	"	"	

PORT OF SOUTHAMPTON.

1888 :					
5 January	Ella	Jersey	nil	nil.	
7 "	Diana	ditto	"	"	
10 "	Ella	ditto	"	"	
13 "	Brittany	ditto	"	"	
13 "	City of Oporto	Oporto	"	"	
18 "	Diana	Jersey	"	"	
20 "	Ella	ditto	"	"	
21 "	Brittany	ditto	"	"	
24 "	Hilda	ditto	"	"	
25 "	City of Cork	Oporto	"	"	
26 "	Brittany	Jersey	"	"	
30 "	Ella	ditto	"	"	
2 February	Hilda	ditto	"	"	
4 "	City of Oporto	Oporto	"	"	
7 "	Hilda	Jersey	"	"	
8 "	Ella	ditto	"	"	
9 "	Diana	ditto	"	"	
10 "	Brittany	ditto	"	"	
11 "	Hilda	ditto	"	"	
13 "	Ella	ditto	"	"	
13 "	City of Cork	Oporto	"	"	
14 "	Diana	Jersey	"	"	
15 "	Brittany	ditto	"	"	
23 "	City of Oporto	Oporto	"	"	
24 "	Brittany	Jersey	"	"	
28 "	Diana	ditto	"	"	
29 "	Brittany	ditto	"	"	
1 March	Hilda	ditto	"	"	
2 "	Ella	ditto	"	"	
3 "	Diana	ditto	"	"	
6 "	City of Cork	Oporto	"	"	
7 "	Diana	Jersey	"	"	
9 "	Ella	ditto	"	"	
12 "	City of Oporto	Oporto	"	"	
14 "	Ella	Jersey	"	"	
16 "	Brittany	ditto	"	"	
17 "	Ella	ditto	"	"	
22 "	Hilda	ditto	"	"	
24 "	Ella	ditto	"	"	
26 "	Hilda	ditto	"	"	
28 "	Ella	ditto	"	"	
29 "	Hilda	ditto	"	"	

PORT OF SOUTHAMPTON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
4 April -	Ella - - -	Jersey - - -	nil	nil.	
5 " -	Brittany - - -	- ditto - - -	"	"	
6 " -	Hilda - - -	- ditto - - -	"	"	
6 " -	City of Cork - - -	Oporto - - -	"	"	
7 " -	Ella - - -	Jersey - - -	"	"	
10 " -	Brittany - - -	- ditto - - -	"	"	
13 " -	Ella - - -	- ditto - - -	"	"	
14 " -	Hilda - - -	- ditto - - -	"	"	
17 " -	Brittany - - -	- ditto - - -	"	"	
18 " -	Ella - - -	- ditto - - -	"	"	
20 " -	Brittany - - -	- ditto - - -	"	"	
21 " -	Ella - - -	- ditto - - -	"	"	
25 " -	- ditto - - -	- ditto - - -	"	"	
27 " -	Diana - - -	- ditto - - -	"	"	
28 " -	Ella - - -	- ditto - - -	"	"	
30 " -	Hilda - - -	- ditto - - -	"	"	
3 May -	Ella - - -	- ditto - - -	"	"	
5 " -	Diana - - -	- ditto - - -	"	"	
7 " -	Ella - - -	- ditto - - -	"	"	
10 " -	Diana - - -	- ditto - - -	"	"	
12 " -	Hilda - - -	- ditto - - -	"	"	
15 " -	City of Cork - - -	Oporto - - -	"	"	
15 " -	Diana - - -	Jersey - - -	"	"	
16 " -	Ella - - -	- ditto - - -	"	"	
19 " -	Diana - - -	- ditto - - -	"	"	
21 " -	Ella - - -	- ditto - - -	"	"	
21 " -	City of Oporto - - -	Oporto - - -	"	"	
22 " -	Hilda - - -	Jersey - - -	"	"	
23 " -	Diana - - -	- ditto - - -	"	"	
25 " -	Hilda - - -	- ditto - - -	"	"	
26 " -	Diana - - -	- ditto - - -	"	"	
29 " -	Hilda - - -	- ditto - - -	"	"	
30 " -	Diana - - -	- ditto - - -	"	"	
1 June -	Hilda - - -	- ditto - - -	"	"	
4 " -	City of Cork - - -	Oporto - - -	"	"	
5 " -	Hilda - - -	Jersey - - -	"	"	
6 " -	Diana - - -	- ditto - - -	"	"	
9 " -	- ditto - - -	- ditto - - -	"	"	
10 " -	Obock - - -	Montreal - - -	"	"	
13 " -	Diana - - -	Jersey - - -	"	"	
13 " -	City of Oporto - - -	Oporto - - -	"	"	
14 " -	Ella - - -	Jersey - - -	"	"	
16 " -	Diana - - -	- ditto - - -	"	"	
19 " -	- ditto - - -	- ditto - - -	"	"	
21 " -	- ditto - - -	- ditto - - -	"	"	
21 " -	Hilda - - -	- ditto - - -	"	"	
22 " -	Ella - - -	- ditto - - -	"	"	
23 " -	Diana - - -	- ditto - - -	"	"	
26 " -	- ditto - - -	- ditto - - -	"	"	
27 " -	City of Cork - - -	Oporto - - -	"	"	
30 " -	Ella - - -	Jersey - - -	"	"	
3 July -	City of Oporto - - -	Oporto - - -	"	"	
3 " -	Ella - - -	Jersey - - -	"	"	
5 " -	- ditto - - -	- ditto - - -	"	"	
6 " -	Diana - - -	- ditto - - -	"	"	
6 " -	Chateau Leoville - - -	Montreal - - -	"	4	
9 " -	Diana - - -	Jersey - - -	"	nil.	
14 " -	City of Cork - - -	Oporto - - -	"	"	
16 " -	Hilda - - -	Jersey - - -	"	"	
19 " -	- ditto - - -	- ditto - - -	"	"	
21 " -	Ella - - -	- ditto - - -	"	"	
23 " -	Hilda - - -	- ditto - - -	"	"	
24 " -	Diana - - -	- ditto - - -	"	"	

PORT OF SOUTHAMPTON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
24 July	City of Cork	Oporto	nil	nil.	
25 "	Ella	Jersey	"	"	
26 "	Hilda	ditto	"	"	
28 "	Ella	ditto	"	"	
1 August	ditto	ditto	"	"	
4 "	ditto	ditto	"	"	
8 "	ditto	ditto	"	"	
9 "	Hilda	ditto	"	"	
10 "	Diana	ditto	"	"	
11 "	Ella	ditto	"	"	
15 "	ditto	ditto	"	"	
16 "	Diana	ditto	"	"	
18 "	Ella	ditto	"	"	
20 "	Diana	ditto	"	"	
23 "	ditto	ditto	"	"	
24 "	Brittany	ditto	"	"	
28 "	City of Oporto	Oporto	"	"	
29 "	Ella	Jersey	"	"	
31 "	Brittany	ditto	"	"	
1 September	Ella	ditto	"	"	
5 "	City of Cork	Oporto	"	"	
5 "	Ella	Jersey	"	"	
6 "	Diana	ditto	"	"	
7 "	Brittany	ditto	"	"	
8 "	Ella	ditto	"	"	
11 "	Brittany	ditto	"	"	
12 "	Ella	ditto	"	"	
13 "	Diana	ditto	"	"	
14 "	Brittany	ditto	"	"	
15 "	Ella	ditto	"	"	
18 "	City of Oporto	Oporto	"	"	
18 "	Brittany	Jersey	"	"	
19 "	Ella	ditto	"	"	
20 "	Diana	ditto	"	"	
21 "	Brittany	ditto	"	"	
22 "	Ella	ditto	"	"	
24 "	Diana	ditto	"	"	
25 "	City of Cork	Oporto	"	"	
27 "	Diana	Jersey	"	"	
28 "	Brittany	ditto	"	"	
29 "	Ella	ditto	"	"	
1 October	Diana	ditto	"	"	
3 "	Ella	ditto	"	"	
4 "	Diana	ditto	"	"	
5 "	Hilda	ditto	"	"	
6 "	Ella	ditto	"	"	
8 "	Diana	ditto	"	"	
9 "	Hilda	ditto	"	"	
10 "	Ella	ditto	"	"	
12 "	Hilda	ditto	"	"	
13 "	City of Oporto	Oporto	"	"	
17 "	Ella	Jersey	"	"	
17 "	City of Cork	Oporto	"	"	
19 "	Hilda	Jersey	"	"	
20 "	Ella	ditto	"	"	
22 "	Diana	ditto	"	"	
24 "	Ella	ditto	"	"	
25 "	Diana	ditto	"	"	
27 "	Ella	ditto	"	"	
30 "	Hilda	ditto	"	"	
31 "	Ella	ditto	"	"	
2 November	Hilda	ditto	"	"	
3 "	Ella	ditto	"	"	
5 "	Hilda	ditto	"	"	

PORT OF SOUTHAMPTON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888:					
6 November	Ella	Jersey	nil	nil.	
7 "	City of Cork	Oporto	"	"	
9 "	Ella	Jersey	"	"	
12 "	Hilda	ditto	"	"	
15 "	ditto	ditto	"	"	
17 "	Diana	ditto	"	"	
21 "	ditto	ditto	"	"	
22 "	Brittany	Havre	"	"	
22 "	Hilda	Jersey	"	"	
24 "	City of Cork	Oporto	"	"	
24 "	Diana	Jersey	"	"	
27 "	Roman	Hamburg	"	"	
28 "	Diana	Jersey	"	"	
29 "	Hilda	ditto	"	"	
1 December	Diana	ditto	"	"	
3 "	Hilda	ditto	"	"	
5 "	Diana	ditto	"	"	
6 "	Hilda	ditto	"	"	
7 "	Laura	ditto	"	"	
12 "	Diana	ditto	"	"	
13 "	Hilda	ditto	"	"	
18 "	ditto	ditto	"	"	
19 "	Diana	ditto	"	"	
20 "	Hilda	ditto	"	"	
22 "	Diana	ditto	"	"	
27 "	ditto	ditto	"	"	
29 "	Ella	ditto	"	"	
31 "	Hilda	ditto	"	"	
1889:					
2 January	Ella	ditto	"	"	
4 "	Diana	ditto	"	"	
6 "	Ella	ditto	"	"	
8 "	Roman	Hamburg	"	"	
9 "	Diana	Jersey	"	"	
11 "	Ella	ditto	"	"	
14 "	Diana	ditto	"	"	
16 "	Ella	ditto	"	"	
22 "	Hilda	ditto	"	"	
23 "	Diana	ditto	"	"	
25 "	Brittany	ditto	"	"	
26 "	Hilda	ditto	"	"	
30 "	Brittany	ditto	"	"	
1 February	Diana	ditto	"	"	
6 "	ditto	ditto	"	"	
7 "	Ella	ditto	"	"	
8 "	Hilda	ditto	"	"	
11 "	Brittany	ditto	"	"	
12 "	Ella	ditto	"	"	
13 "	Hilda	ditto	"	"	
14 "	Diana	ditto	"	"	
15 "	Ella	ditto	"	"	
18 "	Brittany	ditto	"	"	
21 "	Hilda	ditto	"	"	
23 "	Brittany	ditto	"	"	
26 "	Hilda	ditto	"	"	
28 "	Brittany	ditto	"	"	
1 March	Ella	ditto	"	"	
4 "	Diana	ditto	"	"	
6 "	Hilda	ditto	"	"	
7 "	City of Oporto	Oporto	"	"	
8 "	Diana	Jersey	"	"	

PORT OF SOUTHAMPTON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
12 March	- Diana - - -	- Jersey - - -	nil	nil.	
14 "	- Ella - - -	- ditto - - -	"	"	
15 "	- City of Cork - - -	- Oporto - - -	"	"	
19 "	- Ella - - -	- Jersey - - -	"	"	
22 "	- Ella - - -	- ditto - - -	"	"	
23 "	- Hilda - - -	- ditto - - -	"	"	
26 "	- Ella - - -	- ditto - - -	"	"	
28 "	- City of Oporto - - -	- Oporto - - -	"	"	
29 "	- Ella - - -	- Jersey - - -	"	"	
30 "	- Hilda - - -	- ditto - - -	"	"	
1 April	- Brittany - - -	- ditto - - -	"	"	
3 "	- Hilda - - -	- ditto - - -	"	"	
4 "	- Brittany - - -	- ditto - - -	"	"	
6 "	- Hilda - - -	- ditto - - -	"	"	
8 "	- Brittany - - -	- ditto - - -	"	"	
11 "	- ditto - - -	- ditto - - -	"	"	
16 "	- Ella - - -	- ditto - - -	"	"	
17 "	- Hilda - - -	- ditto - - -	"	"	
18 "	- Brittany - - -	- ditto - - -	"	"	
23 "	- Ella - - -	- ditto - - -	"	"	
25 "	- Brittany - - -	- ditto - - -	"	"	
26 "	- Ella - - -	- ditto - - -	"	"	
27 "	- City of Cork - - -	- Oporto - - -	"	"	
29 "	- Brittany - - -	- Jersey - - -	"	"	
30 "	- Ella - - -	- ditto - - -	"	"	
1 May	- Hilda - - -	- ditto - - -	"	"	
4 "	- ditto - - -	- ditto - - -	"	"	
6 "	- Brittany - - -	- ditto - - -	"	"	
7 "	- Ella - - -	- ditto - - -	"	"	
8 "	- Hilda - - -	- ditto - - -	"	"	
9 "	- Brittany - - -	- ditto - - -	"	"	
10 "	- Ella - - -	- ditto - - -	"	"	
11 "	- City of Oporto - - -	- Oporto - - -	"	"	
13 "	- Brittany - - -	- Jersey - - -	"	"	
15 "	- Hilda - - -	- ditto - - -	"	"	
17 "	- Brittany - - -	- ditto - - -	"	"	
18 "	- Hilda - - -	- ditto - - -	"	"	
20 "	- Brittany - - -	- ditto - - -	"	"	
23 "	- ditto - - -	- ditto - - -	"	"	
24 "	- Ella - - -	- ditto - - -	"	"	
25 "	- City of Cork - - -	- Oporto - - -	"	"	
28 "	- Dora - - -	- Jersey - - -	"	"	
29 "	- Hilda - - -	- ditto - - -	"	"	
30 "	- Brittany - - -	- ditto - - -	"	"	
1 June	- Hilda - - -	- ditto - - -	"	"	
3 "	- Brittany - - -	- ditto - - -	"	"	
4 "	- Dora - - -	- ditto - - -	"	"	
6 "	- Brittany - - -	- ditto - - -	"	"	
9 "	- ditto - - -	- ditto - - -	"	"	
11 "	- Dora - - -	- ditto - - -	"	"	
12 "	- Hilda - - -	- ditto - - -	"	"	
13 "	- Brittany - - -	- ditto - - -	"	"	
14 "	- Dora - - -	- ditto - - -	"	"	
16 "	- Geographique - - -	- Montreal - - -	"	"	
18 "	- Dora - - -	- Jersey - - -	"	"	
20 "	- Brittany - - -	- ditto - - -	"	"	
21 "	- Dora - - -	- ditto - - -	"	"	
25 "	- ditto - - -	- ditto - - -	"	"	
1 July	- Hilda - - -	- ditto - - -	"	"	
2 "	- Diana - - -	- ditto - - -	"	"	
3 "	- Nantique - - -	- Montreal - - -	"	"	
4 "	- Dora - - -	- Jersey - - -	"	"	

PORT OF SOUTHAMPTON—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived)	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
10 July -	Brittany -	Jersey -	nil	nil.	
16 " -	Hilda -	ditto -	"	"	
19 " -	ditto -	ditto -	"	"	
20 " -	Brittany -	ditto -	"	"	
24 " -	Diana -	ditto -	"	"	
26 " -	Dora -	ditto -	"	"	
28 " -	City of Oporto -	Oporto -	"	"	
30 " -	Dora -	Jersey -	"	"	
31 " -	Diana -	ditto -	"	"	
2 August -	Dora -	ditto -	"	"	
3 " -	Hilda -	ditto -	"	"	
6 " -	Diana -	ditto -	"	"	
8 " -	Brittany -	ditto -	"	"	
9 " -	Dora -	ditto -	"	"	
12 " -	Brittany -	ditto -	"	"	
13 " -	Ella -	ditto -	"	"	
17 " -	Diana -	ditto -	"	"	
17 " -	City of Oporto -	Oporto -	"	"	
18 " -	Dora -	Jersey -	"	"	
20 " -	Kehrweider -	Montreal -	"	"	
21 " -	Diana -	Jersey -	"	"	
22 " -	Brittany -	ditto -	"	"	
23 " -	Ella -	ditto -	"	"	
24 " -	Dora -	ditto -	"	"	
26 " -	Brittany -	ditto -	"	"	
27 " -	Steinhof -	Montreal -	"	"	
28 " -	Dora -	Jersey -	"	"	
29 " -	Brittany -	ditto -	"	"	
30 " -	Ella -	ditto -	"	"	
31 " -	Dora -	ditto -	"	"	
31 " -	City of Cork -	Oporto -	"	"	
3 September -	Hilda -	Jersey -	"	"	
4 " -	Dora -	ditto -	"	"	
7 " -	Hilda -	ditto -	"	"	
10 " -	Diana -	ditto -	"	"	
11 " -	Dora -	ditto -	"	"	
12 " -	Brittany -	ditto -	"	"	
13 " -	Ella -	ditto -	"	"	
16 " -	Brittany -	ditto -	"	"	
19 " -	Diana -	ditto -	"	"	
23 " -	Brittany -	ditto -	"	"	
24 " -	Ella -	ditto -	"	"	
25 " -	Dora -	ditto -	"	"	
26 " -	Brittany -	ditto -	"	"	
28 " -	Dora -	ditto -	"	"	
30 " -	Brittany -	ditto -	"	"	
2 October -	Dora -	ditto -	"	"	
5 " -	ditto -	ditto -	"	"	
10 " -	Brittany -	ditto -	"	"	
12 " -	Diana -	ditto -	"	"	
12 " -	Dora -	ditto -	"	"	
16 " -	ditto -	ditto -	"	"	
18 " -	Diana -	ditto -	"	"	
21 " -	Ella -	ditto -	"	"	
22 " -	Diana -	ditto -	"	"	
23 " -	Dora -	ditto -	"	"	
24 " -	Ella -	ditto -	"	"	
25 " -	City of Cork -	Oporto -	"	1	
25 " -	Hilda -	Jersey -	"	nil.	
28 " -	Dora -	ditto -	"	"	
29 " -	Ella -	ditto -	"	"	
30 " -	City of Oporto -	Oporto -	"	"	
30 " -	Hilda -	Jersey -	"	"	

PORT OF SOUTHAMPTON—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
5 November	Hilda - - -	Jersey - - -	nil	nil.	
7 "	Dora - - -	- ditto - - -	"	"	
8 "	Diana - - -	- ditto - - -	"	"	
9 "	Hilda - - -	- ditto - - -	"	"	
11 "	Ella - - -	- ditto - - -	"	"	
12 "	Diana - - -	- ditto - - -	"	"	
13 "	City of Cork - -	Oporto - - -	"	"	
15 "	Diana - - -	Jersey - - -	"	"	
16 "	Hilda - - -	- ditto - - -	"	"	
19 "	Ella - - -	- ditto - - -	"	"	
20 "	City of Oporto - -	Oporto - - -	"	"	
21 "	Dora - - -	Jersey - - -	"	"	
22 "	Hilda - - -	- ditto - - -	"	"	
23 "	Ella - - -	- ditto - - -	"	"	
26 "	Diana - - -	- ditto - - -	"	"	
27 "	Hilda - - -	- ditto - - -	"	"	
29 "	Ella - - -	- ditto - - -	"	"	
30 "	Diana - - -	- ditto - - -	"	"	
2 December	Hilda - - -	ditto - - -	"	"	
3 "	Ella - - -	ditto - - -	"	"	
4 "	City of Cork - -	Oporto - - -	"	"	
5 "	Diana - - -	Jersey - - -	"	"	
6 "	Hilda - - -	- ditto - - -	"	"	
9 "	Ella - - -	- ditto - - -	"	"	
10 "	Diana - - -	- ditto - - -	"	"	
11 "	Dora - - -	- ditto - - -	"	"	
13 "	Ella - - -	- ditto - - -	"	"	
14 "	Dora - - -	- ditto - - -	"	"	
17 "	Ella - - -	- ditto - - -	"	"	
17 "	Diana - - -	- ditto - - -	"	"	
21 "	Dora - - -	- ditto - - -	"	"	
24 "	Ella - - -	- ditto - - -	"	"	
27 "	Hilda - - -	- ditto - - -	"	"	
30 "	Dora - - -	- ditto - - -	"	"	
31 "	Hilda - - -	- ditto - - -	"	"	

PORT OF WEYMOUTH.

1888 :					
16 January	Aquila - - -	Jersey - - -	nil	nil.	
12 March	Cygnus - - -	ditto - - -	"	"	
2 April	- ditto - - -	- ditto - - -	"	"	
12 "	- ditto - - -	- ditto - - -	"	"	
19 "	- ditto - - -	- ditto - - -	"	"	
30 "	Aquila - - -	Guernsey - -	"	"	
10 May	- ditto - - -	Jersey - - -	"	"	
12 "	Cygnus - - -	- ditto - - -	"	"	
24 "	Aquila - - -	Guernsey - -	"	"	
29 "	- ditto - - -	Jersey - - -	"	"	
29 "	- ditto - - -	Guernsey - -	"	"	
31 "	Cygnus - - -	Jersey - - -	"	"	
31 "	- ditto - - -	Guernsey - -	"	"	
2 June	Aquila - - -	Jersey - - -	"	"	
3 "	Cygnus - - -	- ditto - - -	"	"	
7 "	ditto - - -	- ditto - - -	"	"	
8 "	Aquila - - -	- ditto - - -	"	"	
10 "	Great Western -	- ditto - - -	"	"	
12 "	Aquila - - -	- ditto - - -	"	"	
20 "	- ditto - - -	- ditto - - -	"	"	
24 "	Great Western -	- ditto - - -	"	"	

PORT OF WEYMOUTH—*continued.*

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1888 :					
3 July -	Cygnus - - -	Jersey - - -	nil	nil.	
9 " -	Great Western -	Guernsey - - -	"	"	
13 " -	Aquila - - -	- ditto - - -	"	"	
17 " -	- ditto - - -	Jersey - - -	"	"	
24 " -	- ditto - - -	- ditto - - -	"	"	
5 August -	Cygnus - - -	- ditto - - -	"	"	
7 " -	Aquila - - -	- ditto - - -	"	"	
16 " -	- ditto - - -	- ditto - - -	"	"	
16 " -	- ditto - - -	Guernsey - - -	"	"	
17 " -	Great Western -	- ditto - - -	"	"	
18 " -	Aquila - - -	- ditto - - -	"	"	
18 " -	- ditto - - -	Jersey - - -	"	"	
22 " -	Great Western -	- ditto - - -	"	"	
31 " -	Cygnus - - -	Guernsey - - -	"	"	
4 September -	Great Western -	Jersey - - -	"	"	
6 " -	Cygnus - - -	- ditto - - -	"	"	
6 " -	- ditto - - -	Guernsey - - -	"	"	
13 " -	- ditto - - -	Jersey - - -	"	"	
14 " -	Great Western -	- ditto - - -	"	"	
20 " -	Cygnus - - -	- ditto - - -	"	"	
21 " -	Great Western -	- ditto - - -	"	"	
21 " -	- ditto - - -	Guernsey - - -	"	"	
5 October -	Cygnus - - -	Jersey - - -	"	"	
15 " -	- ditto - - -	Guernsey - - -	"	"	
26 " -	Aquila - - -	Jersey - - -	"	"	
29 " -	Cygnus - - -	- ditto - - -	"	"	
29 " -	- ditto - - -	Guernsey - - -	"	"	
31 " -	Aquila - - -	- ditto - - -	"	"	
19 November -	- ditto - - -	Jersey - - -	"	"	
20 December -	Cygnus - - -	- ditto - - -	"	"	
27 " -	- ditto - - -	Guernsey - - -	"	"	
1889 :					
17 January -	Cygnus - - -	Jersey - - -	"	"	
21 " -	Aquila - - -	- ditto - - -	"	"	
14 March -	- ditto - - -	- ditto - - -	"	"	
18 " -	- ditto - - -	- ditto - - -	"	"	
29 " -	- ditto - - -	- ditto - - -	"	"	
25 April -	Cygnus - - -	- ditto - - -	"	"	
2 May -	- ditto - - -	Guernsey - - -	"	"	
7 " -	- ditto - - -	- ditto - - -	"	"	
7 " -	- ditto - - -	Jersey - - -	"	"	
11 " -	- ditto - - -	- ditto - - -	"	"	
28 " -	- ditto - - -	- ditto - - -	"	"	
1 June -	- ditto - - -	- ditto - - -	"	"	
5 " -	Aquila - - -	- ditto - - -	"	"	
6 " -	Cygnus - - -	- ditto - - -	"	"	
9 " -	- ditto - - -	Guernsey - - -	"	"	
13 " -	- ditto - - -	Jersey - - -	"	"	
14 " -	Aquila - - -	- ditto - - -	"	"	
19 " -	Cygnus - - -	- ditto - - -	"	"	
21 " -	Great Western -	- ditto - - -	"	"	
2 July -	Gael - - -	- ditto - - -	"	"	
8 " -	Great Western -	- ditto - - -	"	"	
15 " -	- ditto - - -	Guernsey - - -	"	"	
16 " -	Gael - - -	- ditto - - -	"	"	

PORT OF WEYMOUTH—continued.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889:					
16 July -	Gael - - -	Jersey - - -	nil.	nil.	
18 " -	- ditto - - -	- ditto - - -	"	"	
19 " -	Great Western - - -	- ditto - - -	"	"	
24 " -	- ditto - - -	- ditto - - -	"	"	
25 " -	Gael - - -	- ditto - - -	"	"	
9 August -	Antelope - - -	- ditto - - -	"	"	
14 " -	- ditto - - -	Guernsey - - -	"	"	
20 " -	Lynx - - -	Jersey - - -	"	"	
21 " -	Antelope - - -	Guernsey - - -	"	"	
22 " -	Lynx - - -	Jersey - - -	"	"	
27 " -	- ditto - - -	- ditto - - -	"	"	
27 " -	- ditto - - -	Guernsey - - -	"	"	
28 " -	Antelope - - -	Jersey - - -	"	"	
7 September -	Lynx - - -	- ditto - - -	"	"	
9 " -	Antelope - - -	- ditto - - -	"	"	
10 " -	Gazelle - - -	- ditto - - -	"	"	
14 " -	- ditto - - -	- ditto - - -	"	"	
17 " -	- ditto - - -	Guernsey - - -	"	"	
20 " -	Antelope - - -	- ditto - - -	"	"	
23 " -	- ditto - - -	Jersey - - -	"	"	
27 " -	- ditto - - -	Guernsey - - -	"	"	
28 " -	Gazelle - - -	Jersey - - -	"	"	
28 " -	- ditto - - -	Guernsey - - -	"	"	
1 October -	- ditto - - -	Jersey - - -	"	"	
1 " -	- ditto - - -	Guernsey - - -	"	"	
10 " -	- ditto - - -	Jersey - - -	"	"	
12 " -	- ditto - - -	- ditto - - -	"	"	
14 " -	Antelope - - -	Guernsey - - -	"	"	
22 " -	Gazelle - - -	Jersey - - -	"	"	
23 " -	Antelope - - -	- ditto - - -	"	"	
28 " -	- ditto - - -	- ditto - - -	"	"	
31 " -	Gazelle - - -	- ditto - - -	"	"	
7 November -	Antelope - - -	- ditto - - -	"	"	
8 " -	Gazelle - - -	Guernsey - - -	"	"	
21 " -	Lynx - - -	Jersey - - -	"	"	
12 December -	Gazelle - - -	Guernsey - - -	"	"	
19 " -	Lynx - - -	Jersey - - -	"	"	
30 " -	Gazelle - - -	- ditto - - -	"	"	

PORT OF CARNARVON.

Date of Arrival.	Name of Vessel.	Port of Departure (i.e., Port from which Arrived).	Loss of Human Life.	Loss of Animal Life.	Observations.
1.	2.	3.	4.	5.	6.
1889 :					
26 June - -	Water Bird - -	Guernsey - -	nil	nil	B.O., 20318—1889.

PORT OF GRANGEMOUTH.

1888 :					
15 September -	Rotterdam - -	Amsterdam - -	nil	nil	(Two cows and two bulls, not landed).

PORT OF SKIBBEREEN.

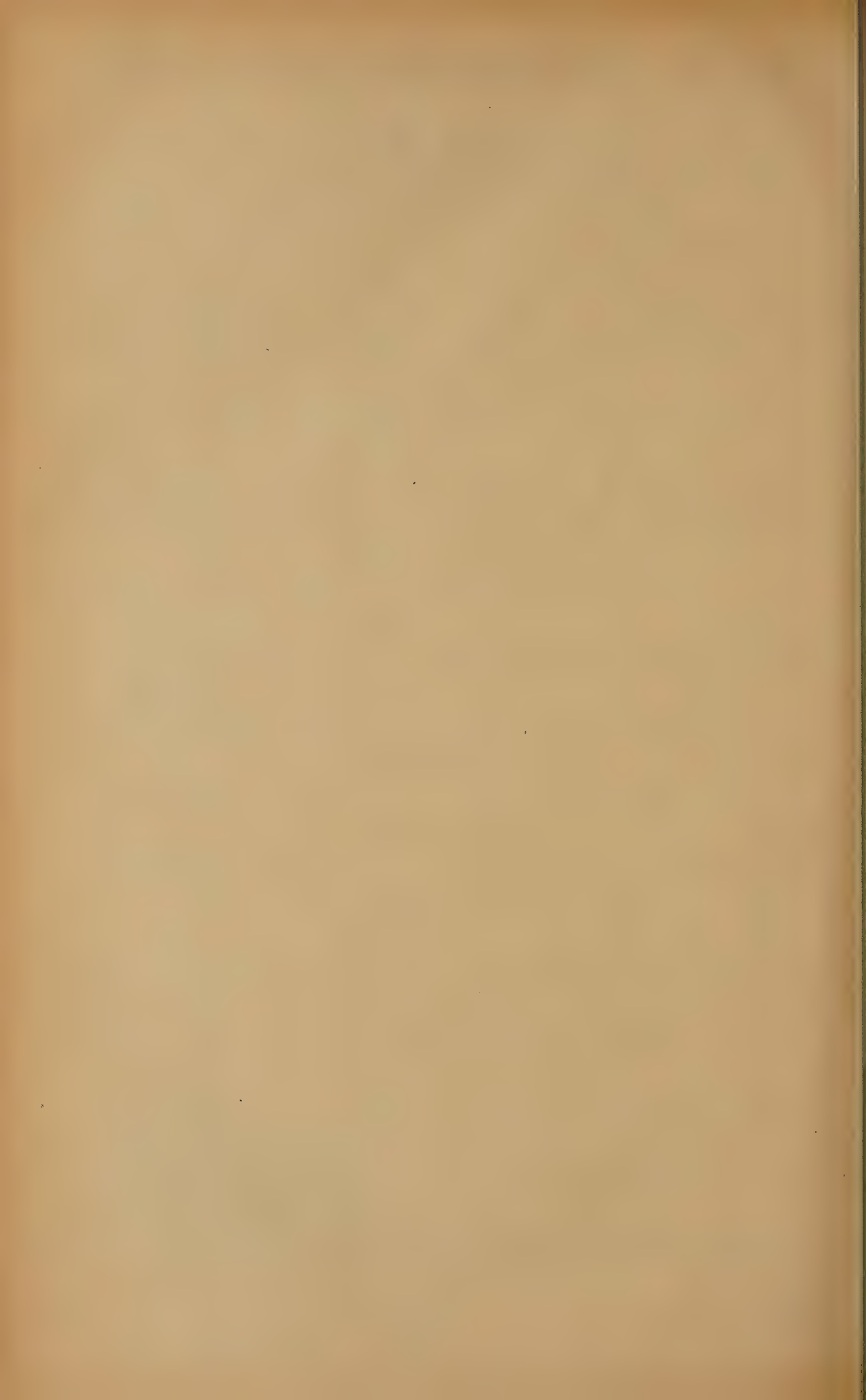
1889 :					
8 November -	Queensmore - -	Baltimore, U.S. - -	nil	967	Vessel wrecked on coast; 12 animals landed alive.

PORT OF BELFAST.

1888 :					
14 August -	Pelargo - - -	Buenos Ayres - -	nil	nil	1 bullock only.
1889 :					
Nil - - -	nil - - -	- - nil - -	„	„	

PORT OF STORNOWAY.

Nil - - -	nil - - -	- - nil - -	nil	nil	No cattle were imported from foreign into this port in the years 1888 and 1889. There was one steamer put in here wind-bound, named "Baumwell," from Montreal to Aberdeen and Antwerp, with cattle and grain, on 4th October, and sailed on 6th October 1888. No loss to human or animal life occurred.
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SHIPS (TYNE AND CARDIFF) (SYNOPSIS OF RETURN).

RETURN to an Order of the Honourable The House of Commons,
dated 24 July 1890;—for,

RETURN “ of Synopsis of Return (presented 30th day of April) of all English Ships loaded with Dead Weight Cargo at the Ports of the TYNE and at CARDIFF, during the Three Months ending the 31st day of December 1889, giving the Names of the Ships, the Net Register Tonnage in each case, and also the Weight of Coal Actually Loaded:—And, of all Foreign Ships Loaded at these Ports, in the following Form:—

BRITISH.

	Sail.			Steam.		
	Wood.	Iron.	Steel.	Wood.	Iron.	Steel.
Proportion per 100 Tons Net Register -	168	140	158	182	197	216

FOREIGN.

	Sail.			Steam.		
	Wood.	Iron.	Steel.	Wood.	Iron.	Steel.
Proportion per 100 Tons Net Register -	148	147	—	156	185	207

N.B.—Composite vessels are included under the heading “Wood.” Vessels carrying coke, or only partially loaded, are excluded from this Return.

RETURN prepared by the Committee of Lloyd’s Register of British and Foreign Shipping.

Lloyd’s Register of British and Foreign Shipping,
7 August 1890.

Sir,

WITH reference to the letter dated 28th July, addressed by direction of the Board of Trade to the Committee of this Society, and to the Committee’s reply of the 31st July, I am directed to acquaint you that a Return of particulars relative to English Ships loaded with dead weight cargo at the Ports of the Tyne and Cardiff during the three months ending 31st December 1889 has been prepared in this office, in pursuance of the desire expressed by the Board, and that Col. Hill, M.P., one of the members of the Committee, has kindly arranged to place it with this letter in your hands.

The Assistant Secretary, Marine Department.

I am, &c.
(signed) B. Waymouth, Secretary.

Board of Trade, }
9 August 1890. }

HENRY G. CALCRAFT,
Secretary.

SHIPS (TYNE AND CARDIFF) (SYNOPSIS
OF RETURN).

RETURN of Synopsis of Return (presented 30 April)
of all English Ships loaded with Dead Weight
Cargo at the Ports of the TYNE and at CARDIFF,
during the Three Months ending 31 December
1889, giving the Names of the Ships, the Net
Register Tonnage in each case, and also the Weight
of Coal actually loaded; &c.

(Colonel Hill.)

Ordered, by The House of Commons, to be Printed,
13 August 1890.

LONDON:
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AND

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and HODGES, Figgels, and Co., 104, Grafton-street, Dublin.

[Price $\frac{1}{2}$ d.]

382.

II.—1. 9. 80.

TIMBER LADEN SHIPS.

RETURN
OF
BRITISH TIMBER LADEN SHIPS
REPORTED TO THE
BOARD OF TRADE
AS HAVING

Foundered, or as Missing, or as having met with other Casualties
(except Strandings or Collisions) attended with Loss of Life,
between the 1st January 1873 and the 31st December 1889,
in Two Parts, viz.:—

Part I.—Foundered and Missing Ships.

Part II.—Ships which met with Miscellaneous Casualties
attended with Loss of Life.

With Summaries.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
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1890.

PART I.—TIMBER LADEN SHIPS—

DETAILED LIST of BRITISH TIMBER LADEN SHIPS reported to the BOARD OF TRADE as having
1889, in Four

- (1.) Steamships Foundered.
(2.) Steamships Missing.

The cases in each Division being further

- (a.) Bound to Ports in the United Kingdom.
(b.) Bound between Ports Abroad.

(1.) TIMBER LADEN STEAM-

Date of Casualty.	Name, Official Number, Age, and Classification of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Proportions, Construction, &c.						
					a. Length. b. Breadth. c. Depth.	a. No. of Beam Tiers. b. How many Decks laid. c. No. of Bulkheads.	Proportions. a. Length to Breadth. b. Length to Depth. c. Depth to Breadth.	Tonnages. a. Gross Register. b. Net Register.	Gross Tonnage above Deck.	Water Ballast and Double Bottom.	Horse-power of Engines. a. As per Register. b. Proportion H.P. to Gross Tonnage.
1882. 6 June	"Iron Era." 12,699. 26 years. Not classed.	Hartlepool -	Stockton -	Iron -	a. 176'3 b. 27'3 c. 14'6	- c. 4 blkhds.	a. 6'5 b. 12'1 c. '53	a. 494 b. 387	Nil.	(a.) BOUND TO THE	
											a. 80 b. '16
1888. 14 August	"Bentinck." 69,713. 16 years. Ll. 100 Al. 4.86.	Liverpool -	Whitehaven	Iron -	a. 232'7 b. 29'2 c. 16'1	a. 2 tiers - b. 1 deck - c. 2 blkhds.	a. 8 b. 14'5 c. '55	a. 901 b. 556	109	(b.) BOUND BETWEEN	
										Water ballast, double bottom.	a. 99 b. '10
										(c.) IN UNITED KINGDOM	
										Nil.	
										(d.) IN COLONIAL	
1888. 3 April	"Pelican." 32,480. 34 years. Not classed.	Sydney, N.S.W.	Sydney, N.S.W.	Compo- site.	a. 91'2 b. 14'8 c. 6'9	-	a. 6'1 b. 13'2 c. '47	a. 69 b. 44	-	-	a. 35 b. '60

FOUNDERS AND MISSING, 1873 to 1889.

FOUNDERS OR AS MISSING between the 1st of January 1873 and the 31st of December, Divisions, viz:—

(3.) Sailing Ships Foundered.

(4.) Sailing Ships Missing;—

classified according to whether the Ships were—

(c.) In United Kingdom Coasting Trade.

(d.) In Foreign and Colonial Local Trades.

SHIPS—FOUNDERS.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	Place of Casualty.	State of Weather at Time of Casualty.	Cause of Casualty and Result of any Inquiry held.
Nature and Quantity,	How secured, and particulars of Deck Load, if any.	From	To					
UNITED KINGDOM.								
Timber, oats, and iron (633 tons).	About 30 standards of battens were stowed on deck, fore and aft, 654 quarters of oats were stowed in the forehold in bulk, and 27 bars of iron and 160 standards of battens in the mainhold.	Gothenburg	London	14	—	Dogger Bank, North Sea.	S.W., Heavy seas.	7. In a heavy sea, the vessel gave a sudden plunge forward, and did not recover herself. The master ordered the deck cargo to be jettisoned, but 10 of the crew deserted the ship. Subsequently the oats and the deck cargo were seen floating away, and, as the vessel was gradually settling down, the master left her, immediately after which she foundered. The Court of Inquiry found that the loss of the "Iron Era" was caused through the sudden submerging of the bow, owing to some latent defect in the hull or keel. The Court commented upon the cowardly conduct of the chief engineer, and the nine men who, instead of assisting with the engines and jettisoning the cargo, as ordered, wilfully left the vessel. The Court suspended the chief engineer's certificate for six months.
PORTS ABROAD.								
Boards, deals, and battens. (Master says about 300 standards; mate, about 800 tons.)	Had a deck load of about 30 standards of deals of various lengths stowed right across the ship in two lots, half before and half abaft the bridge, well secured by chains and 5-in. rope lashings before leaving Finland.	Kotka. (Sailed on 14th August 1888.)	Ghent	17	—	About 7 miles N.W. by W. of Hirtshall Lighthouse, North Sea.	W., 10.	- Encountered a gale, rolled heavily, and took a list through the shifting of deck load. Mainmast was carried away, hatches began to give way; part of deck load was washed overboard; starboard deck load aft was then jettisoned, but vessel did not right. She was then abandoned, and soon after foundered. The master deposes that deck load was less than usual. The first mate thinks vessel was lost through the shifting of the after part of the deck cargo, and the unusually heavy weather.
COASTING TRADE.								
NIL.								
LOCAL TRADE.								
Timber (400 feet) and small stores.	The whole of the timber cargo (400 feet) was carried on deck.	Nambuccra, N.S.W. Sailed on 3rd April 1888. (Had been engaged as a tug at Nambuccra.)	Bellinger, N.S.W.	3	—	3 miles N. of Nambuccra Heads, New South Wales.	S., 5.	- After running a distance of five miles from Nambuccra, vessel suddenly sprang a leak, which gained so rapidly that the water could not be kept under by the pumps, and it was decided to abandon her. Crew were taken on board a steam tug, and 10 minutes later their vessel was seen to founder. The Marine Board of New South Wales reported that the "Pelican" was abandoned in consequence of suddenly springing a leak, which could not be got under by all the pumping power on board.

(2.) TIMBER LADEN

When and where last heard of.	Name, Official Number, ge, and Classification of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Proportions.			
					a. Length. b. Breadth. c. Depth.	a. No. of Beam Tiers. b. How many Decks laid. c. No. of Bulkheads.	Proportions. a. Length to Breadth. b. Length to Depth. c. Depth to Breadth.	Tonnages. a. Gross Register. b. Net Register.
1878.							(a.) BOUND TO PORTS IN	
Not heard of since passing Copenhagen on 15th June 1878.	"Henry Coxon." 73,705. 2 years. Ll. 90 A 1, 178.	London -	Low Walker -	Iron -	a. 220'0 b. 29'2 c. 17'6	a. 2 tiers - b. 1 deck - c. 4 bulkhds.	a. 7'5 b. 12'5 c. '60	a. 966 b. 619
1887.								
Not heard of since sailing on 19th September 1887.	"Alice." 29,954. 22 years. Ll. 90 A., 8.37.	Middlesbro'	Middlesbro'	Iron -	a. 264'2 b. 30'6 c. 18'6	a. — b. — c. 5 bulkhds.	a. 8'6 b. 14'2 c. '60	a. 1,182 b. 889
							(b.) BOUND BETWEEN	
							Nil.	
							(c.) IN UNITED KINGDOM	
							Nil.	
							(d.) IN COLONIAL	
Not heard of since sailing on 17th May 1887.	"Sir Donald." 37,103. 13 years. Not classed.	Napier, N.Z.	Auckland, N.Z.	Composite -	a. 65'1 b. 14'5 c. 6'7	a. — b. — c. —	a. 4'5 b. 9'7 c. '46	a. 43 b. 29

STEAMSHIPS—MISSING.

Construction, &c.			Cargo.		Voyage.		Lives Lost. No. of Crew and Passengers (if any).	Remarks and Result of any Inquiry held.
Gross Tonnage above Deck.	Water Ballast and Double Bottom.	Horse-power of Engines. a. As per Register. b. Proportion H.P. to Gross Tonnage.	Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To		
THE UNITED KINGDOM.								
111	Water bal- last. Double bottom, 187 feet.	a. 110 b. '11	Wooden sleepers, about 1,000 loads.	Had a deck load, dimensions not stated.	Riga	- Grimsby	20 (19 crew, 1 pas- senger).	Very heavy weather prevailed on the 15th and 16th of June. A damaged boat and a large number of sleepers supposed to have been a portion of the "Henry Coxon's" cargo were seen 10 miles S. of Hans Holmen light.
116	Water bal- last. Double bottom.	a. 130 b. '11	Sleepers, 1,450 loads.	Riga consul says, 1,280 loads were carried below, and 170 loads on deck; owner says, deck load, which only covered part of the available space on deck, consisted of 138 loads, and was 3 ft. 6 in. high.	Riga	- London	18	Supposed to have been run down in the Baltic; the weather not having been severe after she left Riga.
PORTS ABROAD.								
Nil.								
COASTING TRADE.								
Nil.								
LOCAL TRADE.								
-	-	a. 14 b. '33	Timber, &c.	- No deck load	- Napier, N.Z.	- Coasting	6	Supposed to have been wrecked near Poverty Bay, N.Z., as portions of wreck came ashore there.

(3.) TIMBER LADEN

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) BOUND TO PORTS IN							
1873. 28 January	"Alarm." 0,904. Barque. 21 years.	Liverpool	Monkton, N.B.	Wood	a. 891 b. c.	L.L. A 1, 9.72	G. McDonald, Liverpool
30 January	"Azuline." 29,466. Ship. 22 years.	Newcastle	Bath, U.S.A.	Wood	a. 1,004 b. c.	Not classed	T. Stokoe, Newcastle
1 February	"Mansanito." 35,064. Barque. 17 years.	Newcastle	St. Mary's Bay, N.S.	Wood	a. 478 b. c.	Not classed	R. J. Lindsay, Edinburgh
7 February	"Union." 51,487. Ship. 16 years.	S. Shields	Bath, U.S.A.	Wood	a. 1,116 b. c.	Not classed	H. S. Edwards, S. Shields
11 February	"Bard of Avon." 20,583. Barque. 34 years.	Glasgow	Bath, U.S.A.	Wood	a. 765 b. c.	Not classed	J. Robb, Port Glasgow
11 March	"Olive." 14,659. Barque. 26 years.	Cardiff	St. John, N.B.	Wood	a. 665 b. c.	Not classed	W. Alexander, Cardiff
22 March	"Glenalladale." 49,096. Barque. 9 years.	Pictou, N.S.	Antigonish, N.S.	Wood	a. 314 b. c.	Not classed	T. and E. de Wolf, Halifax, N.S.
12 April	"Blencathra." 27,659. Ship. 26 years.	Liverpool	Newburyport, U.S.A.	Wood	a. 804 b. c.	Not classed	R. Jackson, N. Shields
— July	"Afton." 50,528. Brigantine. 9 years.	St. John, N.B.	Tidnish, N.B.	Wood	a. 164 b. c.	Not classed	W. A. Cox, Canning, N.S.
24 August	"Assam Valley." 47,610. Ship. 19 years.	St. John, N.B.	Farningdale, U.S.A.	Wood	a. 1,100 b. c.	Not classed	J. S. De Wolf, junr., Liverpool.
24 August	"James Jardine." 35,571. Ship. 16 years.	Liverpool	Richibucto, N.B.	Wood	a. 810 b. c.	B. Ver. 5/6, L. 1.1	W. Geves, Bootle
30 September	"Golden Dream." 1,043. Ship. 19 years.	London	Chelsea, U.S.A.	Wood	a. 1,468 b. c.	B. Ver. 5/6, L. 1.1	R. Berry, Croydon, Surrey
19 November	"Tangier." 43,101. Ship. 12 years.	Liverpool	Bathurst, N.B.	Wood	a. 966 b. c.	L.L. A 1, 5.73	J. P. Smith, Liverpool
24 November	"Elizabeth Cann." 38,045. Barque. 19 years.	Belfast	Yarmouth, N.S.	Wood	a. 491 b. c.	Not classed	T. McVeigh, Belfast
16 December	"Pembroke." 16,341. Barque. 32 years.	Hull	Newbury Port, U.S.A.	Wood	a. 426 b. c.	Not classed	G. Robinson
27 December	"George Kendall." 24,058. Barque. 21 years.	Hull	Sunderland	Wood	a. 898 b. c.	L.L. A 1, 8.73	V. Traves, Cardiff
30 December	"Polly." 3,215. Barque. 25 years.	Greenock	Quebec	Wood	a. 671 b. c.	Not classed	P. Currick
30 December	"Thorwaldsen." 26,021. Ship. 23 years.	Poole	Quebec	Wood	a. 798 b. c.	Not classed	G. Willis, Poole, Dorset

SAILING SHIPS—FOUNDERED.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured and particulars of Deck Load, if any.	From	To					
THE UNITED KINGDOM.								
Pitch pine	Not stated whether a deck load was carried.	Pensacola	Liverpool	20	1	S.S.W. to W. 11.	Abandoned in lat. 44° N., lon. 45° W., N. Atlantic.	The "Alarm" met with very severe weather, and became leaky. Loss apparently due to stress of weather.
Pitch pine logs	Not stated whether a deck load was carried.	Pensacola	Sunderland	19	9	N.W. 11	Lat. 40° 34' N., lon. 49° 38' W., N. Atlantic.	This vessel broke up and foundered in a gale.
Timber	Not stated whether a deck load was carried.	Doboy	W. Hartlepool.	11	—	S.S.W. 9	Abandoned in about lat. 36° 50' N., lon. 13° 15' W., N. Atlantic.	Leaky. Abandoned waterlogged. Stress of weather is stated to have been the cause of the casualty.
Timber	No deck load	Pensacola	London	19	—	W.S.W. 10	Abandoned in lat. 32° 46' N., lon. 75° 15' W., N. Atlantic.	The "Union" strained and laboured heavily. Heavy seas started deck planks, covering boards, &c. Loss apparently due to stress of weather.
Pitch pine	Not stated whether a deck load was carried.	Pensacola	Greenock	19	—	W.S.W. —	Abandoned in lat. 34° 20' N., lon. 55° 44' W., N. Atlantic.	This vessel strained and sprang a leak in heavy weather. Loss attributed to stress of weather.
Pitch pine	Had a deck load	Pensacola	Cardiff	16	—	N. 10	Abandoned in lat. 40° N., lon. 41° W., N. Atlantic.	The "Olive" sprang a leak during a gale.
Lumber (about 400 tons).	Had a deck load	Halifax, N.S.	Liverpool	10	—	W.S.W. 12	Abandoned in lat. 50° 30' N., lon. 33° 27' W., N. Atlantic.	This vessel was completely disabled in a hurricane, and was abandoned waterlogged.
Timber	Had one tier of timber on deck.	Pensacola	Plymouth	17	—	S.E. 11	Abandoned in lat. 46° 30' N., lon. 29° 28' W., N. Atlantic.	This vessel appears to have been lost through stress of weather.
Deals (weight not stated).	Had a deck load	St. John, N.B.	Queens-town.	7	—	—	About lat. 47° N., lon. 35° W., N. Atlantic.	This vessel sprang a leak, and was abandoned waterlogged. She is believed to have been in a "bad condition" at time of sailing.
Pitch pine (weight not stated).	Had a deck load; dimensions not stated.	Pensacola	Liverpool	21	2	Hurricane	Lat. 34° 0' N., lon. 67° 34' W., N. Atlantic.	The "Assam Valley" shipped large quantities of water, her deck cargo shifted and prevented the pumps being worked, and, falling against the stanchions, caused vessel to fill with water, &c. Vessel went on beam ends and righted after losing topmasts, &c. Remaining deck load stove in bulkhead of chain locker and started poop. Survivors were ultimately rescued by a passing schooner. Loss apparently due to stress of weather and shifting of deck cargo.
Timber (about 1,000 tons).	Had a small deck load.	Quebec	Liverpool	19	—	S.E. 11	Abandoned in lat. 45° 50' N., lon. 55° W., N. Atlantic.	This vessel fell in with hurricanes, heavy seas broke on board, she became unmanageable, and was abandoned waterlogged. She was subsequently passed derelict and was set on fire to prevent collision.
Timber (weight not stated).	Not stated whether a deck load was carried.	Pensacola	Liverpool	25	—	N.W. 12	Lat. 40° 10' N., lon. 48° 50' W., N. Atlantic.	The "Golden Dream" encountered very heavy weather, became leaky, and was eventually abandoned with 18 feet of water in her hold. Loss apparently due to stress of weather.
Pitch pine (1,200 tons).	Had a deck cargo	Pensacola	Liverpool	16	—	W. 12	Lat. 31° N., lon. 75° W., N. Atlantic.	This vessel met with heavy weather and became leaky. The deck cargo got adrift, and she was finally abandoned.
Deals (weight not stated).	Had a deck load; dimensions not stated.	Miramichi	Belfast	11	1	N.W. 10	About Lat. 45° 45' N., lon. 47° W.	This vessel was struck by a succession of heavy seas and sprang a leak. Deck load and anchors and chains were jettisoned to lighten her, but she became waterlogged with decks breaking up, and was abandoned.
Timber (weight not stated).	Had a deck load of five standards.	Soderhamn	The Tyne	12	—	S.S.W. 12	Lat. 56° 30' N., lon. 5° 30' E., North Sea.	During heavy weather the "Pembroke" became completely waterlogged, and was abandoned.
Pitch pine (weight not stated).	Not stated whether a deck load was carried.	Pensacola	Cardiff	17	—	Hurricane	Lat. 37° N., lon. 66° W., N. Atlantic.	This vessel appears to have met with severe weather, to which her loss may probably be attributed.
Timber (weight not stated).	No deck load	Pensacola	Liverpool	16	9	S.W. 12	Lat. 34° 19' N., lon. 72° 10' W., N. Atlantic.	Fell in with a hurricane, was thrown on her beam ends, became leaky, had rudder broken, stern stove in, &c., and was abandoned. The Court found that the loss of the "Polly" was wholly occasioned by stress of weather.
Pitch pine, timber, and deals (weight not stated).	Balks of red pine, weighing about 70 tons, were stowed in two heights fore and abaft, upon the upper deck, placed in two lengths, reaching to within 6 inches of the bulwarks.	Sapelo Sound, Georgia. (Sailed on 20th December, 1873.)	Liverpool	18	—	—	—	The Court of Inquiry were of opinion that the loss of this ship was clearly owing to her deck cargo, and the managing owner who had over-ruled the master's objection to taking a deckload was adjudged to pay all the costs of the inquiry. The Court also expressed their opinion that deckloads in the class of vessels usually employed in the timber trade must be very dangerous and attended with great risk, both to life and property.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1874. 21 January	"Zarah." 11,543. Barque. 28 years.	Glasgow -	Sunderland -	Wood	a. 365 b. 365 c.	Not classed -	E. O. Broad, Padstow -
25 January	"Ituna." 24,875. Snow. 40 years.	Whitehaven -	Whitehaven -	Wood	a. 184 b. 184 c.	Not classed -	W. R. Kelly, Whitehaven -
4 February	"Ida E." 52,191. Barque. 8 years.	St. John, N.B. -	Carlton, N.B. -	Wood	a. 371 b. 371 c.	Not classed -	O. Emry, St. John, N.B. -
10 February	"Cardross." 49,538. Ship. 23 years.	Greenock -	Unknown -	Wood	a. 568 b. 568 c.	Ll. A 1 in red, 8.73 -	W. N. Frost, London -
14 February	"Virgilia." 15,256. Barque. 18 years.	S. Shields -	Sunderland -	Wood	a. 380 b. 380 c.	Not classed -	Livingston Bros. and Co. -
27 February	"Howard." 51,959. Barque. 10 years.	Yarmouth, N.S.	Belliveau's Cove, N.S.	Wood	a. 271 b. 271 c.	Not classed -	St. Clair Jones, Weymouth, N.S.
28 February	"James Armstrong." 23,994. Barque. 26 years.	Sunderland -	Workington -	Wood	a. 383 b. 383 c.	Ll. A 1 in red, 1.72 -	T. Riley, Sunderland -
5 March	"Burmah." 22,291. Ship. 21 years.	Windsor, N.S.	Hants Port, N.S.	Wood	a. 788 b. 788 c.	Not classed -	E. Churchill, Windsor, N.S.
11 March	"Impulse." 35,581. Barque. 16 years.	Liverpool -	Miramichi, N.B.	Wood	a. 537 b. 537 c.	Not classed -	R. Curwen, Liverpool -
21 October	"Ambassador." 22,886. Barque. 22 years.	N. Shields -	Sunderland -	Wood	a. 366 b. 366 c.	Ll. A 1, 4.74 -	J. Bolt, N. Shields -
22 October	"Ivestone." 2,530. Brig. 34 years.	Lynn -	Sunderland -	Wood	a. 224 b. 224 c.	Ll. A 1, 4.74 -	J. Paul, Lynn -
24 October	"Palestine." 24,861. Barque. 40 years.	S. Shields -	Hawdon, Northumberland.	Wood	a. 415 b. 415 c.	Not classed -	J. Hall, S. Shields, and J. Pyburn, Seaton Delaval.
11 December	"Avena." 18,439. Barque. 10 years.	Sligo -	Norway -	Wood	a. 326 b. 326 c.	Not classed -	W. Middleton, Sligo -
13 December	"Atlantic." 89,042. Barque. 17 years.	London -	Prince Edward Island.	Wood	b. 627	Not classed -	Anderson & Anderson, London
1875. 16 January	"Aurora." 32,917. Barque. 32 years.	Poole -	Bathurst -	Wood	b. 629	Not classed -	T. Ballard, Poole -
31 July	"Albatross." 25,860. Barque. 22 years.	Grangemouth -	St. John, N.B. -	Wood	a. 922 b. 922 c. 883	Ll. A 1, 8.74. Ver. 5/6 A 2, 1, 8 years 4.74.	A. Thomson and Nephews, Grangemouth.
15 September	"Eastham." 45,897. Barque. 19 years.	N. Shields -	Maine, U.S.A. -	Wood	a. 661 b. 640 c. 597	Not classed -	J. Turpie, N. Shields -

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Pine (450 tons) -	No deck load -	Pensacola	Swansea -	12	—	Variable. 10 -	Lat. 47° 20' N., Lon. 27° 30' W.	This vessel met with a succession of gales, became leaky, and was subsequently abandoned waterlogged.
Pitch pine (weight not stated).	Had a heavy deck cargo of 2 tiers about 3 feet above the deck, extending the whole length of the ship. The lower tier was of heavy logs, and the upper sawn timber.	Doboy -	Liverpool -	7	—	Heavy gales -	Lat. 48° N., Lon. 41° 30' W., N. Atlantic.	Early in December the "Ituna" stranded near Darien, and became leaky. Two days after leaving Doboy she fell in with heavy weather, and the leak increased. The top tier of her deck cargo was thrown overboard, but the water continuing to gain on the ship, she was abandoned. The Court of Inquiry were of opinion that the "Ituna" was seaworthy when she left England on her outward voyage, but the master was blamed for not ascertaining the condition of his vessel after the stranding, for carrying such a heavy deck cargo, and for not throwing overboard the lower tier of logs carried on deck, and his certificate was suspended for 3 months.
Deals (about 420 tons).	Had a deck load; dimensions not stated.	St. John, N.B.	Glasgow -	10	—	—	Lat. 41° 40' N., Lon. 60° 45' W., N. Atlantic.	Experienced strong gales, was thrown on beam ends, deck cargo swept overboard, water casks smashed, poop started, bulwarks and stanchions knocked off, &c., vessel abandoned.
Mahogany (quantity not stated).	No deck load -	Wanks River, Nicaragua.	Liverpool	16 crew, 2 passengers.	16 (14 crew, 2 passengers).	S.E. 10 -	Irish Sea -	The "Cardross" was thrown on her beam ends, dismasted, and, becoming waterlogged, was abandoned. The Court of Inquiry had no reason for supposing that she was in other than a satisfactory condition when she sailed.
Pitch pine (440 loads and 29,000 ft. of deal).	No deck load -	Doboy -	London -	10	—	Hurricanes -	Lat. 38° 55' N., Lon. 42° 26' W.	Experienced bad weather, was struck by heavy seas, became leaky, and was abandoned.
Logwood (weight not stated).	Not stated whether a deck load was carried.	Jamaica	Queens-town, for orders.	9	—	N.N.W. 12 -	Lat. 43° 0' N., Lon. 39° 30' W., N. Atlantic.	During severe weather this vessel became leaky, her masts had to be cut away, and she was abandoned in an unmanageable condition.
Mahogany (about 450 tons).	No deck load when picked up.	Truxillo, Honduras.	London -	12	12	—	N. Atlantic -	This vessel was found capsized, and towed bilge up to Scilly. Her hull is stated to have appeared as though she had been in collision.
Pine (about 1,000 tons).	No deck load -	Pensacola	Liverpool	16	—	—	Lat. 47° N., Lon. 21° W., N. Atlantic.	During heavy weather this vessel was dismasted and sprung a leak. She was subsequently abandoned.
Timber and deals (379,000 feet).	Deck load of 15 logs and a few deals.	Darien -	Liverpool	16	—	Heavy gales and high seas.	Lat. 46° 35' N., Lon. 35° 28' W., N. Atlantic.	Experienced a succession of heavy gales. Vessel was thrown on her beam ends and was abandoned.
Timber -	Not stated whether a deck load was carried.	Dantzic -	London -	10	—	W.S.W. -	Lat. 51° 40' N., Lon. 4° 30' E., North Sea.	Vessel having become leaky and completely disabled, owing to bad weather and heavy seas, was abandoned.
Deal (260 tons) -	About 17½ tons deck load.	Kotka -	Lynn -	8	—	S.W. 10 -	12 miles S.E. of Sands Beach, Skagerrack.	A Court of Inquiry found that vessel was abandoned, waterlogged, and dismasted, owing to damage sustained from the severity of the weather. Also that, though the deck cargo contributed to the loss, it was not in reality a heavy load.
Wood -	Had a deck load -	Quebec -	S. Shields	12	—	S.W. 10 -	North Sea -	The Court attributed no blame to the master, but considered that the casualty was caused by deck cargo breaking adrift, vessel having shipped heavy seas.
Deals (275 tons) -	7 tiers deck load -	St. John, N.B.	Sligo -	10	—	N.W. 10 -	Lat. 52° N., Lon. 19° W., N. Atlantic.	Vessel abandoned leaky and waterlogged. The Court judged that the excessive straining in heavy seas, which caused the loss of the vessel, was due to her carrying a deck cargo of deals.
Mahogany, logwood, and sugar (780 tons).	No deck load -	Belize -	London -	17	1	N.N.E. 9 -	About Lat. 48° 37' N., Lon. 7° 40' W., N. Atlantic.	Struck by heavy seas during a gale. Abandoned leaky, &c.
Pitch pine (quantity not stated).	Not stated whether a deck load was carried.	Doboy - (Sailed on 9th Dec. 1874.)	Liverpool -	16	8	— 9 -	About 300 miles N.W. of Fayal, N. Atlantic.	The Court of Inquiry decided that the "Aurora," when she left Southampton on her outward voyage, was seaworthy and properly found, and were further of opinion that the allegation of unseaworthiness on her departure from Doboy was not proved.
Teak (about 1,100 tons).	No deck load -	Moulmein -	Cork -	20	—	— 9 -	Lat. 5° 27' N., Lon. 94° 55' E., Indian Ocean.	The Court of Inquiry attributed the loss of the "Albatross" to her having sprung a leak during bad weather, and they were of opinion that no blame attached to the master, officers, or crew.
Timber (700 tons)	There was a deck cargo of 80 or 90 logs of timber, which came nearly up to the rail. The logs were lashed to the deck and shored into the side of the ship.	Quebec -	Greenock	13	—	— 10 -	Lat. 46° 14' N., Lon. 36° 14' W., N. Atlantic.	The Court of Inquiry found that the "Eastham" became waterlogged through stress of weather, and the deck cargo getting adrift. The master was not blamed for abandoning his vessel.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1875.							
18 September -	"Western Empire." 42,750. Ship. 13 years.	London -	Quebec -	Wood	a. 1,245 b. 1,245 c.	Not classed -	(a.) Bound to Ports in G. Carins, Newcastle -
27 October -	"Sarpedon." 37,184. Barque. 14 years.	Liverpool -	Kennebecasis, N.B.	Wood	a. 560 b. 560 c.	Ll. 8, 11, 72 -	W. Hamilton, Dalhousie, N.B.
28 October -	"Agamemnon." 32,836. Barque. 30 years.	Glasgow -	Quebec -	Wood	a. 1,047 b. 1,047 c. 991	Not classed -	J. Cornfoot, Fifehire -
7 November -	"Francis Bourneuf." 49,439. Barque. 10 years.	Yarmouth, N.S.	Digby, N.S.	Wood	b. 570	Not classed -	W. D. Lovitt, Yarmouth, N.S.
13 November -	"Mary Moore." 62,786. Brig. 18 years.	London -	Unknown -	Wood	a. 226 b. 214 c. 205	Not classed -	D. Manro, Aberdeen -
8 December -	"Queen of the Lakes." 50,712. Ship. 11 years.	Greenock -	Quebec -	Wood	a. 1,154 b. 1,154 c.	Ll. 8, 8.73 -	A. Lyle, Greenock -
1876.							
20 January -	"Patriotess." 4,100. Barque. 27 years.	Liverpool -	Brucehaven, Fife	Wood	a. 291 b. 291 c.	Ll. A. 1, red, 7.74 -	F. Cheers, Liverpool -
2 March -	"Columbine." 12,984. Ship. 25 years.	Newcastle -	Quebec -	Wood	a. 908 b. 908 c.	Not classed -	W. S. Lishman, Newcastle -
3 March -	"Great Britain." 10,945. Ship. 30 years.	Liverpool -	St. John, N.B.	Wood	a. 918 b. 888 c. 832	Not classed -	W. G. Bragg, Liverpool -
5 March -	"Alice Abbott." 53,814. Brigantine. 6 years.	Liverpool, N.S.	Liverpool, N.S.	Wood	b. 260	Not classed -	L. A. Sponagle, Liverpool, N.S.

SHIPS—FOUNDERED—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Timber and lumber (a full cargo).	Had a deck cargo of one tier and a half of logs. One tier of logs was stowed from the topgallant fore-castle bulkhead, on each side of the hatchways, and ran under the poop to within 20 feet of the rudder head; on those logs was a second row, extending from the middle of the vessel to the poop. The deck load was secured with shores amidships, and there were also chains and wedges. The upper part of the timber was within 6 inches of the main rail. The load came within 2 inches of the pump handles. On the vessel meeting a gale and springing a leak (before the deck load got loose) there was only room enough for two men to work on each side at the pump handles. Afterwards it was dangerous for the men to stand to leeward amongst the moving logs of the deck load, so that only the two men in the weather side remained at the pump handles, the remainder of the crew standing on the timber, and assisting the pumping by ropes attached to the handles.	Pensacola (Sailed on 10th Sept. 1875.)	Grimsby -	24	7	S.W. 10 -	Lat. 28° 53' N., Lon. 87° 54' W., N. Atlantic.	The Court of Inquiry found that at the time the "Western Empire" sailed from Pensacola there was every reason to believe that she would have to contend with the equinoctial gales, and her deck load of pitch pine timber (without which the voyage might have been safely accomplished) rendered her unfit to proceed to sea. The master was considered justified in abandoning her at the time he did. The owner, however, was of opinion that she was prematurely abandoned, and considered that if the crew had stuck to their ship (she being a good strong vessel) they might have succeeded in getting her into port. The "Western Empire" is reported to have drifted about for two months, and to have eventually gone ashore.
Deals (243 standards).	Had a deck-load which came up to within a foot of the rail. It was secured by three spars laid over it athwart ships, lashed to ring-bolts in the side, and wedged between the spars, and the deals.	Gaspé -	Holyhead	15 and 1 passenger.	1 (crew).	- 11 -	Lat. 46° N., Lon. 48° W., N. Atlantic.	The Court found that the casualty was due to stress of weather, and that the deck-load caused the vessel to strain.
Timber (1,200 tons)	A tier of logs of timber about 27 inches square was stowed on deck and blocked off with deals and staves. There were also planks amidships lashed over the logs, the deck load coming up to within about 20 inches of the rail.	Quebec -	Greenock	19	-	N. 10 -	Lat. 44° 27' N., Lon. 47° 54' W., N. Atlantic.	The Court found that this vessel sprang a leak owing to stress of weather, and that her deck load contributed to the disaster.
Timber (about 300 tons). Deals (about 155 standards).	Had a deck load -	Miramichi	Liverpool	11 and 2 passengers.	-	Variable. 10 -	Lat. 47° N., Lon. 41° W., N. Atlantic.	This vessel sprang a leak, her sails were blown away, and she was thrown on her beam ends. Having righted, she was struck by a heavy sea, which tore up her deck, and she became waterlogged. Loss apparently due to stress of weather.
Logwood (212 tons)	Not stated whether a deck load was carried.	Jamaica -	Falmouth	8	-	N.W. 12 -	Lat. 36° N., Lon. 57° 28' W., N. Atlantic.	The Court were of opinion that the cause of the casualty was the severe weather which the "Mary Moore" met with during her voyage.
Teak timber (1,313 tons). The logs were stowed tier upon tier fore and aft.	Not stated whether a deck load was carried.	Moulmein	Greenock	26	-	S.E. 9 -	Lat. 48° 16' N., Lon. 21° 14' W., N. Atlantic.	In the opinion of the Court of Inquiry the loss was caused by stress of weather, and the shifting of the vessel's cargo.
Logwood, lignum vite, &c. (246 tons).	Not stated whether a deck load was carried.	Jamaica -	Liverpool	10 and 2 passengers.	-	N.W. 7 -	Lat. 33° 10' N., Lon. 66° 10' W., N. Atlantic.	The "Patriotess" strained in a heavy sea, and made water to such an extent that her pumps could not clear her. Loss apparently due to stress of weather.
Timber (quantity not stated).	Not stated whether a deck load was carried.	Pensacola	Greenock	17	-	N.W. 10 -	Lat. 46° 26' N., Lon. 29° 55' W., N. Atlantic.	The "Columbine" sprang a leak in a heavy sea and became waterlogged. Apparent cause, stress of weather.
Pitch pine (about 950 loads).	Five logs were placed on deck on each side amidships, with a few deals over them, well secured by a chain fastened to ring-bolts. In the hold the timber was stowed in tiers, fore and aft, the whole length.	Doboy -	Liverpool	24	15	W.N.W. 10 -	500 miles W. of Cape Clear, N. Atlantic.	The Court attributed the casualty to straining, caused by heavy weather. The owner states that his vessel carried a lighter cargo than usual.
Logwood (300 tons)	No deck load -	St. Thomas	Falmouth	9	-	-	Lat. 35° 14' N., Lon. 73° 32' W., N. Atlantic.	The "Alice Abbott" lost her mainmast and sprang a leak. The master and steward died from small-pox, and the remainder of the crew (excepting two men) caught the same disease and were unable to work. It being found impossible to manage the vessel, she was abandoned.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Tonnage, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1876.							(a.) Bound to Ports in
9 March	"Eumenides." 50,353. Ship. 12 years.	Liverpool	Quebec	Wood	a. 1,147 b. 1,112 c. 994	Ll. cont., 72, 5A 1, 4, 75	R. Robbins, Kenilworth, Warwickshire.
20 June	"L. W. Eaton." 40,377. Brigantine. 13 years.	Yarmouth, N.S.	Cornwallis, N.S.	Wood	a. b. 141 c.	Not classed	E. Rogers & Sons, Yarmouth, N.S.
11 September	"Dunsandle." 14,756. Barque. 22 years.	S. Shields	Sunderland	Wood	a. b. 359 c.	Not classed	T. Smith Blues, S. Shields
3 December	"Mary B. Gardner." 66,712. Brig. 2 years.	St. John's, Newfoundland.	Cape Cove, N.S.	Wood	a. b. 152 c.	Not classed	L. E. Cann, Yarmouth, N.S.
1877.							
6 January	"Assescurateur." 72,121. Barque. 12 years.	Youghal	Dantzic	Wood	a. 714 b. 694 c. 694	Not classed	R. Farrell, Youghal
22 February	"Fleetwing." 56,425. Barge. Unknown.	Harwich	Ipswich	Wood	a. b. 88 c.	Not classed	L. Richmond, Harwich
9 August	"Emily Augusta." 29,904. Ship. 20 years.	Liverpool	Bath, U.S.A.	Wood	a. 1,279 b. 1,279 c. 1,213	Not classed	J. F. Browne, Liverpool
23 August	"Ida J." 54,389. Schoener. 11 years.	St. John, N.B.	St. John, N.B.	Wood	a. b. 94 c.	Not classed	H. J. Bennett, Hopewell, N.B.
16 October	"John Parker." 35,172. Ship. 20 years.	St. John, N.B.	Tynemouth Creek, N.B.	Wood	a. b. 1,339 c.	Not classed	W. Vaughan, St. John, N.B.
17 October	"Aden." 10,587. Schoener. 38 years.	Liverpool	Whitehaven	Wood	a. 317 b. 297 c. 317	Ll. A 1 in red, for 8 years, from 1870, 3.77.	J. Cochran, Belfast
18 October	"Corra Linn." 46,201. Barque. 14 years.	Greenock	Quebec	Wood	a. 1,152 b. 1,152 c. 1,071	Ll. A 1, 4.77	J. Carswell, Greenock
18 October	"Zealandia." 21,180. Barque. 20 years.	Greenock	St. John, N.B.	Wood	a. 1,054 b. 1,054 c. 906	Ll. A 1, 4.77	R. B. Paterson, Greenock
27 October	"Epaminondas." 15,388. Barque. 27 years.	Newcastle	Quebec	Wood	a. b. 1,072 c.	Ll. A 1, 3.76	J. Hall, Newcastle
28 October	"Marinn." 35,259. Barque. 19 years.	Newcastle	Carleton, N.B.	Wood	a. 1,203 b. 1,203 c. 1,073	Ll. A 1, in red, for 15 years, from 1873, 5.76.	W. S. Lishman, Newcastle
29 October	"Harewood." 65,744. Ship. 27 years.	Newcastle	Boston, U.S.A.	Wood	a. 1,384 b. 1,311 c. 1,362	Not classed	T. R. Miller, Newcastle

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Pitch pine (quantity not stated).	No deck cargo	Beaufort, S. Ca.	Greenock	22	13	N.W. 12	Lat. 50° 25' N., Lon. 14° 40' W., N. Atlantic.	The Court considered that the loss of this vessel was due to stress of weather and the perils of the sea.
Timber (72 standards or about 220 tons).	Had a deck load	St. John's Newfoundland.	Wexford	7	—	N.W. 6	Lat. 45° N., Lon. 37° W., N. Atlantic.	The casualty appears to have arisen from the leaky condition of the vessel. The "L. W. Eaton" is stated to have been in want of repairs before commencing the voyage.
Timber, consisting of logs of hardwood and pine, stowed over 50 tons of ballast.	Had a deck load of two tiers of logs 16 inches square, extending the whole length of the vessel and reaching close up to the main rail. The logs were secured by shores and wedges, but no lashings were used. There was also a heavy spar on each side lashed to the fore and main deadeyes over the logs.	Quebec (Sailed on 31st Aug. 1876.)	Grange-mouth.	10	—	N.E. 10	Lat. 45° N., Lon. 55° 30' W., N. Atlantic.	On September 9th it blew hard from the N.E., and during the night vessel shipped seas and pumps were kept going. Next morning one of the logs of the deck load on the starboard side broke adrift, carried away stanchions, mizen chain, and planks, and after going overboard, struck the vessel heavily like a ram under the counter. Through the hole thus made in the quarter, the water rapidly filled the vessel, and all hands took to the tops, whence they were rescued on September 11th by a fishing schooner. The Court of Inquiry found that the deck cargo had been stowed by a competent stevedore, and that it was then the invariable practice to secure deck cargoes in the way in which the "Dunsandle's" was secured. They therefore acquitted the master of blame.
Spruce deals (about 125 tons).	Had a deck load	Weymouth, N.S.	Belfast	7	—	W.N.W. 10	Lat. 45° 31' N., Lon. 44° W., N. Atlantic.	The "Mary B. Gardner" was struck by a heavy gale on the starboard quarter, throwing her on her beam ends, starting quarter deck, smashing main boom and gaff, and disabling rudder, &c. Thereupon she became utterly unmanageable, and had finally to be abandoned.
Fir deals (340 St. Petersburg standards). Stated to have been stowed by the most competent stevedores in the usual manner.	Had a deck load	St. John, N.B.	Queens-town.	16	—	N.W. by W. 10.	Lat. 42° N., Lon. 35° W., N. Atlantic.	The master hove-to the "Assescuradeur" on the starboard tack at 10 p.m. on 5th January for fear, as he said, of having his deck swept. At the time a gale was blowing and a heavy sea making. Shortly after this the vessel was struck by a sea, and the water appears to have gained rapidly; the hands were then employed half at the pumps and the other half getting rid of the deck load till about 6 a.m. of the 6th, when the water in the hold seems to have been level with that outside the vessel; they then knocked off pumping. The Court of Inquiry were of opinion that the state of the weather on the night of the 5th January did not warrant the master heaving the ship to, that he committed an error of judgment in doing so, and that had he continued on his course and not encountered any worse weather than he then had, he would ultimately have reached his destination.
Hop poles (about 75 tons).	Had a deck load	Antwerp	Faversham	5	—	N.W. 6	2 miles from the Willigen Light-ship, Netherlands.	The "Fleetwing" sprang a leak and fell on her starboard broadside. She was subsequently abandoned. The owner states that the "Fleetwing" was a good vessel, but from some unknown cause sprang a leak.
Deals and deal ends (55½ standards).	Had a deck load one tier above the rail fore and aft.	St. John, N.B.	Liverpool	25	—	Var. 10	Abandoned in Lat. 40° 49' N., Lon. 60° 35' W., N. Atlantic.	Vessel became leaky and was abandoned waterlogged.
Deals and ends	Had a deck load	St. John, N.B.	Crook-haven, Co. Cork.	Sup. 6	—	—	Lat. 40° 30' N., Lon. 52° 58' W., N. Atlantic.	The "Ida J." is stated to have been lost through stress of weather.
Deals (550 standards).	No deck load	St. John, N.B.	Liverpool	21 and 1 passenger (owner's son).	—	—	Lat. 38° N., Lon. 52° W., N. Atlantic.	The "John Parker" encountered very heavy weather, and became leaky.
Deals (about 160 standards).	Had a deck load	Miramichi, N.B.	Belfast	8	—	S. 12	Lat. 43° N., Lon. 45° W., N. Atlantic.	The "Aden" was thrown on her beam ends during a hurricane and became unmanageable.
Timber and deals, chiefly logs (1,416 loads).	Had a deck load up to main rail, fore and aft, wedged and properly secured.	Quebec	Leith	19 and 3 stowaways.	—	W. 10.	Lat. 47° N., Lon. 40° W., N. Atlantic.	Deck cargo broke adrift, and vessel's stern was stove in.
Timber (1,350 tons)	Had a deck load	Quebec	Greenock	20 and 1 stowaway.	4 (crew)	S. 10	Lat. 46° N., Lon. 40° W., N. Atlantic.	The "Zealandia" was thrown on beam ends during a heavy gale. Masts had to be cut away, and when vessel righted she was completely waterlogged, and unmanageable. Loss attributed to stress of weather.
Timber, deals, and lathwood (1,400 tons).	No deck load	Quebec	Bristol	20	—	N.W. by W. 10	Lat. 45° 35' N., Lon. 46° W., N. Atlantic.	Vessel sprang a leak. Abandoned waterlogged. Leak attributed to stress of weather.
Timber, and a few deals and staves for stowage (480 standards).	No deck load	Quebec	London	21	—	W. 12	Lat. 45° 10' N., Lon. 41° 5' W., N. Atlantic.	This vessel lost sails and sprang a leak. Loss attributed to stress of weather.
Timber and deals (1,600 loads).	No deck load	Quebec	Newcastle	21	1	W. 12	Lat. 46° N., Lon. 39° W., N. Atlantic.	Lost sails, bulwarks, &c., and sprang a leak. Cause, stress of weather.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1878.							
11 January	"Burnbrae." 54,497. Barque 12 years.	Ardrossan	St. John, N.B.	Wood	a. 339 b. 320 c. 291	B. Ver. 3/3, A 1 1, for 5 years, from 12.73, 3.76.	J. Goodwin, Ardrossan
24 January	"Prince Alfred." 15,660. Barque. 26 years.	London	Sunderland	Wood	a. 805 b. 805 c. 805	Not classed	Mrs. A. Beer, Poole
16 February	"Britannia." 25,394. Barque. 38 years.	Newcastle	Chancock, N.B.	Wood	a. 579 b. 579 c. 579	Not classed	H. Milvain & Sons, Newcastle.
8 July	"Presto." 48,081. Barque. 15 years.	Belfast	Saulnerville, N.S.	Wood	a. 642 b. 623 c. 565	Not classed	S. Lowther, Belfast
22 July	"Lady Allan." 66,001. Ship 6 years.	Greenock	Quebec	Wood	a. 1,265 b. 1,243 c. 1,183	Ver. 3/3, L. 1.1, 10 years, 5.72, 7.76.	Leitch and Muir, Greenock
16 September	"Anglo." 72,320. Brigantine. 24 years.	St. John, N.B.	Ellsworth, U.S.A.	Wood	a. 308 b. 308 c. 308	Not classed	S. McGibbon, St. John, N.B.
13 October	"J.P. Wheeler." Ship. 22 years.	Provisionally registered at Hamburg.	Bath, Mo.	Wood	a. 920 b. 920 c. 920	B. Ver. 5/6, L. 1, 1, 4 years, 1.77, 1.77	A. Major and C. Allen, Londonderry.
21 December	"Eunice." 48,449. Brigantine. 14 years.	Ardrossan	Cornwallis, N.S.	Wood	a. 170 b. 165 c. 150	Not classed	R. C. Orr, Saltcoats, co. Ayr
1879.							
10 January	"L. De V. Chipman." 72,179. Barque. 3 years.	St. John's, Newfoundland.	Cornwallis, N.S.	Wood	a. 513 b. 513 c. 513	B. Ver. 3/3, 7 years, 7.76, 11.78.	H. B. Dryer, St. John's, Newfoundland.
1 April	"Gladious." 3,068. Barque. 26 years.	N. Shields	Miramichi, N.B.	Wood	a. 499 b. 489 c. 454	LL. A 1, 10.78	W. Taylor, Whitby
1880.							
8 January	"Sally." 63,008. Ship. 26 years.	S. Shields	Thomaston, U.S.A.	Wood	a. 1,400 b. 1,367 c. 1,287	Not classed	R. Stoker, Liverpool
11 February	"Isabella." 48,549. Barque. 27 years.	Newcastle-on-Tyne.	Maine, U.S.A.	Wood	a. 1,683 b. 1,668 c. 971	Not classed	T. R. Miller, Newcastle-on-Tyne.
16 February	"John Abbott" 62,053. Barque. About 23 years.	Maryport	Finland	Wood	a. 502 b. 484 c. 476	Not classed	J. Abbott, Clifton, Westmoreland.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Timber, 183 logs (12,378 cubic feet).	Not stated whether a deck load was carried.	Georgetown, B. Guiana.	Queens-town, for orders.	9	—	N.E. 9	Lat. 10° 46' N., Lon. 58° 53' W., N. Atlantic.	This vessel encountered very heavy weather, became leaky, and had to be abandoned.
Pitch pine timber (between 800 and 900 loads).	Not stated whether a deck load was carried.	Pensacola	Sharpness, Bristol Channel.	15	—	—	27 miles N.E. ½ E. of Ushant, N. Atlantic.	This vessel met with very heavy weather, sprang a leak, and was dismantled.
Pitch pine timber and deals (640 loads of 50 cubic feet to the load).	Not stated whether a deck load was carried.	Pensacola	The Downs, for orders.	14	—	W. 8	Lat. 39° 35' N., Lon. 32° 45' W., N. Atlantic.	Vessel encountered heavy weather, became water-logged and was abandoned.
Deals, &c. (16,309 deals, 1,799 deal ends).	Had a deck load, dimensions not stated.	Miramichi, N.B.	Belfast	17	—	S.W. 9	Abandoned in about Lat. 45° N., Lon. 49° W., N. Atlantic.	The "Presto" is stated to have "suddenly and unaccountably" made a considerable quantity of water, which gained on the pumps. Deck cargo was thrown overboard, but decks burst up, &c., and vessel was subsequently abandoned waterlogged.
Teak, in logs (1,530 tons).	No deck load	Mauritius	Queens-town, for orders.	23	—	W.N.W. 9	Abandoned off Cape Colony.	The loss of this vessel clearly appears to have been due to stress of weather. The Court of Inquiry were of opinion that the master was justified in abandoning the ship.
Deals	Had a deck load, dimensions not stated.	St. John, N.B.	Queens-town, for orders.	8	—	N.E. 8	Abandoned in Lat. 40° 18' N., Lon. 56° W., N. Atlantic.	Sprang a leak on September 2nd, and deck-load was jettisoned on that day. She was abandoned with 14 ft. water in the hold.
Deals (about 1,300 tons).	Had a deck load up to the top-gallant rail all over the deck, except about 3 ft. from the wheel.	St. John N.B.	London-derry.	18	—	— 12	Abandoned in Lat. 47° 10' N., Lon. 30° 20' W., N. Atlantic.	Fell in with a hurricane, sprang a leak, had decks swept, lost deck load, and became waterlogged.
Railway sleepers and deals (about 80 standards, or about 270 tons).	Had a deck load. (See last column.)	Richibucto, N.B. (Sailed on 10th Nov. 1878).	Lamlash	8	—	S. 9	Abandoned in Lat. 48° 18' N., Lon. 36° 10' W., N. Atlantic.	The "Eunice" left Richibucto with a deck load about 3 ft. high, nearly level with the rail, shored and lashed down. On November 14th a heavy sea during a gale carried away part of starboard bulwarks, stanchions, some deck load, &c. Vessel then put into Sydney, C.B., and got repaired. On again getting to sea she met another gale, which carried away the same part of bulwarks and stanchions and caused her to leak. She then bore up for St. John's, where, after discharging cargo, she was docked and repaired. On December 9th she resumed her voyage with a deck load 18 ins. high, chiefly of sleepers, but with a few deals, thoroughly secured. On December 21st, in a heavy gale, deck load broke adrift and chafed the tarpaulins off the hatches. The seas broke in the hatches and vessel filled. Crew began to jettison deck load. Hatches were covered with canvas, but as soon as put on it was chafed off by the remnant of deck load washing about. Vessel took a list with hatches to windward, and two days later all hands were taken off by a passing vessel.
Deals and oats (in bulk) (about 640 tons).	No deck load. A spare maintop-mast was carried on deck and secured to eye-bolts in the waterways.	Souris, P.E.I.	Queens-town or Falmouth, for orders.	12 and 1 passenger.	5 (crew).	S.S.E. 10	Lat. 50° 43' N., Lon. 10° W., N. Atlantic.	This vessel laboured heavily during a gale and heavy cross sea and sprang a leak. The spare maintop-mast bumped very much, and it is supposed that in bumping it drew the eye-bolts and that the water thereby got below.
Pitch pine (quantity not stated).	No deck load	Doboy	Newcastle	12	11	S.S.W. 9	About Lat. 36° 46' N., Lon. 63° 40' W., N. Atlantic.	Vessel experienced heavy weather, pumps choked with sand, and she became waterlogged and capsized. Crew took to the rigging, but were all washed away with the exception of one man, who was taken from the wreck by a passing vessel.
Deals and a small quantity of deal ends (431 standards), and about 250 tons of stone ballast.	No deck load	St. John, N.B.	Greenock	20	—	Maximum force of wind attained at time of casualty, 12.	Abandoned in Lat. 46° 12' N., Lon. 31° 30' W., N. Atlantic.	The "Sally" sprang a leak in a hurricane. Loss attributed to stress of weather.
Pitch pine (1,100 loads, in logs and planks).	No deck load. Cargo was stowed by a stevedore. The beam fittings supported the 'tween deck's cargo some 3 ins. clear above the 'tween deck beams.	Pensacola. (Sailed on 18th Jan. 1880.)	Dublin	18	9	Wind, N.W. Force, 12. Heavy seas.	Lat. 43° 0' N., Lon. 41° 54' W., N. Atlantic.	The Court of Inquiry found that the "Isabella" was thrown on her beam ends during a hurricane, became leaky, and was abandoned waterlogged.
Pitch pine (about 500 tons).	No deck load	Doboy	London	12 and 2 passengers.	—	Wind variable. Force, 12. Heavy seas.	Lat. 42° 33' N., Lon. 22° 17' W., N. Atlantic.	The Court of Inquiry were of opinion that the "John Abbott" was seaworthy when she sailed, that her cargo was properly stowed, and that her loss was to be attributed to the perils of the sea. But they found she was not in proper trim, being 6 inches by the head, her usual trim being about 15 inches by the stern. The trim affected her steering, and would make her liable to pitch more heavily in bad weather. The master said he could not alter the trim after loading, but the Court thought he might have remedied it to some extent by shifting the cables and provisions. Successive gales with heavy cross sea came on from 18th January to 15th February, and vessel laboured considerably and made more water than before. Two of the logs in the upper tier got adrift, but were secured by the mate. The main piece of the rudder was split from top to bottom, and it was decided to leave the vessel.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Names and Address or Owner.
1880.							(a.) Bound to Ports in
19 February -	"Belmont." 21,101. Ship. 40 years.	Plymouth	St. John, N.B.	Wood	a. 335 b. 391 c. 881	LL. A1, 4.79	J. P. Rogers, London
19 February -	"Derby." 57,055. Brig. 13 years.	Aberystwith	Prince Edward Island.	Wood	a. 257 b. 248 c. 257	LL. A1, 1.77	J. Davies, Port Talbot, Glamorganshire.
22 February -	"Ulster." 66,978. Barque. 6 years.	St. Martin's, N.B.	St. John, N.B.	Wood	a. 1,085 b. 1,068	B. Ver. 3/3, LL. 1	W. A. Robertson, St. John, N.B., and others.
23 February -	"Paragon." 24,032. (Barque. 43 years.	Bridgwater	Liverpool	Wood	a. 431 b. 420 c. 405	Not classed	G. B. Sulley, Bridgwater, and others.
20 March -	"Silver Cloud." 64,531. Barque. 9 years.	St. John, N.B.	Hopewell, N.B.	Wood	a. 501 b. 489	Not classed	Oliver Emery & Co., St. John, N.B.
23 March -	"Queen of Hearts." 38,756. Barque. 12 years.	Miramichi, N.B.	Miramichi, N.B.	Wood	a. 857 b. 857 c. 764	LL. A1, 4.77	H. A. Muirhead, Miramichi, N.B.
23 March -	"Snaresbrook." 14,945. Barque. 25 years.	N. Shields	Sunderland	Wood	a. 426 b. 412 c. 394	LL. A1, 2.80	Hodgson & Co., Blyth
14 May -	"Laboramus." 33,203. Barque. 18 years.	Dundalk	Digby, N.S.	Wood	a. 471 b. 456 c. 432	Not classed	T. Williamson, Dundalk

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Pitch pine timber (1,010 loads, or 1,150 tons).	No deck load. The cargo appeared to have been well stowed and secured. Vessel was not quite full, there being a space of about 10 inches under the beams fore and aft.	Pensacola. (Sailed on 28th Dec. 1879.)	Greenock	19	—	Hurricane	Lat. 40° 50' N. Lon. 31° 31' W., N. Atlantic.	The Court of Inquiry found that the heavy weather the "Belmont" encountered caused her to make so much water that she had to be abandoned. In the opinion of the Court the vessel was properly laden and had sufficient freeboard.
Mahogany and fustic (about 180 tons).	Had a deck load of 8 logs of mahogany, 4 logs being carried on each side of the deck.	Minatitlan, Mexico.	Scilly, for orders.	10	2	Wind, N.W. Force, 8. Heavy seas.	Abandoned in about Lat. 43° N., Lon. 26° W., N. Atlantic.	This vessel was struck by a heavy sea which started stem and sternpost. Foremast was cut away to bring vessel to the wind. Four feet of water were found in hold, deck compass, charts, &c. washed away, and vessel was abandoned. Formal inquiry ordered, but abandoned for want of witnesses.
Timber and deals (about 1,400 tons).	There were 60 tons of stone ballast aft to trim the ship. The lower hold was filled with birch timber, with beam fittings of deals, and two tiers of birch timber over that, and then filled up with deals. On deck she had deals stowed fore and aft from side to side, 3 ft. in height. These were laid flat on the deck, and secured by thwart ship planks under the pin rail, and lashed down to ring bolts in the deck amidships, the lashings being wedged. She also carried two heavy spars, one on each side on the top of the deck cargo along the rail, and secured to ring bolts, but with lashings round the rail through the pipes. The deck load was stowed and certified as to height by the port authority at St. John.	St. John, N.B. (Sailed on 29th Jan. 1880.)	London	17	4	Wind from S.W. and N.W. Force, 10 to 12.	Abandoned in Lat. 45° N., Lon. 30° W., N. Atlantic.	This vessel met with a succession of gales, commencing on 8th February. Her decks were swept, and boats, binnacle, and wheel carried away. She was subsequently struck by a hurricane from the N.W., which carried away main yard and lower main topsail. Deck load broke adrift, and crew set to work to jettison it. Pumps were used, but vessel was thrown on her beam ends, and became waterlogged. The crew at first took refuge in the upper lazarette, where they remained for six days, when they took to the rigging. Two men were washed overboard, one died of cold, and another became delirious and jumped overboard. The survivors, after having been three days in the rigging, were taken off by a passing vessel. The Court of Inquiry were of opinion that the "Ulster" was in good and seaworthy condition when she left St. John, that she was not overlaid, and her cargo appeared to have been properly secured. The Court attributed the loss of the vessel to the perils of the sea, and were of opinion that the master, officers, and crew were justified in abandoning her.
Pitch pine (540 tons).	No deck load	Doboy (Sailed on 29th Dec. 1879.)	Drogheda	12	—	Wind from S.W. to N.W. Force, 10. Heavy seas.	Abandoned in about Lat. 42° 45' N., Lon. 21° 20' W., N. Atlantic.	The "Paragon" experienced a succession of gales after leaving Doboy, and was obliged to lie to. The after part of the rudder gave way, and the ship became leaky, but the pumps sucked at the change of the watches, when all hands took a spell at them. The crew, however, told the master that they were afraid to remain any longer by the ship, and, on discovering that the head of the mainmast was sprung, and that it worked as the vessel rolled, they positively refused to continue pumping or to do any more work; and, a ship being in sight, the master determined to abandon his vessel. The last sounding showed 6 feet of water in the ship. A Court of Inquiry found no evidence to show that the ship was not in good and seaworthy condition. They thought the cargo was properly stowed, and that vessel had sufficient freeboard. The vessel was about 43 years old, and strained very much in bad weather, and probably yielded more to the violence of the weather than a new vessel would. No measures could have been taken to stop the leaks. Up to 2 o'clock on the day of the abandonment every reasonable effort appeared to have been made to save the ship. The Court found that these circumstances went far to justify the master in abandoning the "Paragon." But they were of opinion that at the time he was not without grounds for hoping that he could navigate her to a port; that the chances of so doing were not exhausted, and that the abandonment was somewhat premature. His position, however, was one of such difficulty that the Court did not deal with his certificate.
Deals (462,564 superficial feet).	Had a deck load; dimensions not stated.	St. John, N.B. (Sailed on 1st March 1880.)	Bristol Channel, for orders.	10	—	Wind, S.E. to N.W. Force, 10 to 12. Very heavy seas.	Lat. 45° 43' N., Lon. 45° 0' W., N. Atlantic.	This vessel encountered a succession of terrific gales from the 11th March, on which date she was totally dismantled. Her rudder was carried away the following day, leaving her entirely at the mercy of a heavy dangerous sea, in which she laboured fearfully. In the falling of the rigging, the chain bolts under water were started, causing the vessel to leak 9 in. an hour. At the same time one pump was broken and rendered useless. The crew remained in this helpless condition until 20th March, when they were taken off by a passing steamer.
Timber (weight not stated).	No deck load	Mobile (Sailed on 2nd March 1880.)	Belfast	15	5	S.W. 12. Heavy seas.	Lat. 37° 38' N., Lon. 61° 40' W., N. Atlantic.	Thrown on her beam ends during a hurricane. The survivors of the crew were taken off by another vessel.
Pitch pine (590 tons) and 10 tons of sand ballast.	30 pieces of sawn logs were carried on deck.	Doboy (Sailed on 6th March 1880.)	Hull	11	3	Hurricane and heavy seas.	About Lat. 37° N., Lon. 47° W., N. Atlantic.	Vessel sprang a leak and afterwards capsized. The Court found that the vessel was seaworthy and not overlaid on leaving Doboy, and that her loss was occasioned by the heavy weather she encountered. But they also considered that the master acted imprudently in carrying a deck load.
Pitch pine	Stated to have had a deck load which was in accordance with the Act.	Doboy (Sailed on 6th April 1880.)	Dundalk	12 and 2 passengers.	—	E. 10. Heavy seas.	Lat. 46° 44' N., Lon. 24° 42' W., N. Atlantic.	Vessel met with heavy weather, in which she sprang a leak, and was abandoned with 15 feet of water in her hold.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1880. 8 October	"Yenikale." 51,534. Barque. 26 years.	Peterhead	Whitby	Wood	a. 308 b. 299 c. 301	L.L. 2E1. (S.S. 78. 4 years). 11.79.	(a.) Bound to Ports in J. Clark, Peterhead
11 October	"Margaret." 35,140. Ship. 24 years.	Quebec	Grand Bay, N.B.	Wood	a. 965 b. 965	Not classed	S. Vaughan, Liverpool
22 October	"Macedonia." 19,739. Barque. 35 years.	Newcastle-on-Tyne.	Bath, U.S.A.	Wood	a. 476 b. 476	Not classed	Mrs. M. Thompson, Newcastle-upon-Tyne.
26 October	"India." 43,471. Ship. 18 years.	St. John, N.B.	Quebec	Wood	a. 1,163 b. 1,163	B. Ver. 5/6. L. 1. 1. for 4 years, from 5.78. 5.78.	L. H. Vaughan, St. John, N.B.
27 October	"Hannah G." 50,598. Brigantine. 15 years.	Greenock	Clifton, N.B.	Wood	a. 254 b. 248 c. 223	Not classed	R. S. McMorland, Greenock
29 October	"Antipodes." 7,774. Barquentine. 27 years.	Harwich	Harwich	Wood	a. 389 b. 352 c. 389	Not classed	J. H. Vaux, Harwich

SHIPS—FOUNDERED—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Deals, 1104 standards (about 276 tons). Iron, 250 tons.	Not stated whether a deck load was carried. The iron cargo consisted of square pieces 2 or 3 ft. long, and was laid in the bottom of the vessel, right fore and aft, and rising a little above the top of the keelson; and the deals were stowed so as to fill the whole space above.	Gefle	Gloucester	9	—	Wind, Force, 9. N.	Off St. Ives, Cornwall.	This vessel encountered a strong breeze soon after sailing, and was towed into Shields in a leaky condition. She left on the 17th, and on reaching the
Longships a gale sprung up. The Vessel laboured heavily, and having lost all sails and run short of provisions she made for Scilly, but the wind changing she was carried up and down the coast in a helpless condition. She was subsequently abandoned with 5 ft. of water in her hold, and making 14 inches per hour. On the previous voyage to Gefle from Torre Vieja, vessel carried a cargo of about the same weight, which was so heavy as to make her bottom give, causing her to leak. She, however, without any repairs being done, loaded another cargo for Gloucester; and consequently must have been in a leaky condition when she left Gefle. The cargo was stowed by a regular stevedore, and the master states that, seeing the way the iron was being stowed, he spoke to the stevedore about it, and was told that it was all right, and that a great number of foreign vessels were loaded in the same manner. The Court, however, were of opinion that to load a cargo of 250 tons of iron in the bottom of a vessel of 300 tons, was most dangerous, and would in all probability lead to the loss of the vessel. They found that the cargo was improperly stowed, and that the vessel was overladen. They were also of opinion that when the vessel left Shields she was not in a good and seaworthy condition, and that having regard to the amount of water she was making, the master ought to have attempted to put into one of the ports in the Channel. The Court found both the owner and master to blame. The former was condemned to pay 150%, and the master's certificate was cancelled.								
Pine timber	70 or 80 tons of small ballast were laid on each side level with the keelson, on top of which the logs were laid fore and aft, the ends of the logs being clear of the skin of the ship. The logs being of unequal length, the spaces were filled with deals, and the whole was tightly wedged against the ship's sides and beams. There was a deck load of 47 logs stowed fore and aft, from the break of the forecastle to the break of the poop, in two tiers, except from the galley to the mainmast, where there was an extra tier. The logs were also wedged tightly athwartships, and trimmed off in the usual manner.	Mobile (Sailed on 15th Aug. 1880.)	Greenock	17	2	Wind, Force, 11. N.E. Heavy seas.	Lat. 47° 41' N., Lon. 41° 5' W. N. Atlantic.	The "Margaret" met with heavy weather, became leaky, her deck load shifted, and she was abandoned. The Court of Inquiry found that the vessel was abandoned in consequence of having become waterlogged and a complete wreck. They considered that the prudence of carrying so heavy a deck load in an old ship, with the chance of encountering the equinoctial gales which prevail at that time of the year, was more than questionable.
Pitch pine timber (quantity not stated).	45 baulks of timber were carried on deck. Four days after sailing the master, in a gale, fearing deckload would strain vessel, had 27 baulks thrown overboard, retaining the other 18 for trimming purposes.	Pensacola (Sailed on 21st Aug. 1880.)	Berwick-on-Tweed.	11	9	Wind, Force, 12. E. Heavy seas.	Lat. 48° 15' N., Lon. 25° 30' W. N. Atlantic.	The Court found that the cause of the "Macedonia" springing a leak, and subsequently becoming waterlogged, was the heavy straining to which she was exposed during the gales. They also found that the deck cargo was too heavy for her; that the cause of so many lives being lost was due to her having capsized whilst the crew were engaged in taking in the lower maintopsail.
Timber (master says 1,500; mate, 1,700 tons).	Had a deck load; dimensions not stated.	Quebec (Sailed on 18th Sept. 1880.)	Liverpool	20	—	Wind, Force, 12. E. Heavy cross sea.	Lat. 51° N., Lon. 16° W. N. Atlantic.	Vessel encountered severe gales and heavy seas, which strained her, and caused her to become leaky. Part of the deck load was thrown overboard; and the other part, washing about the deck, smashed in all the bulkheads of cabin, damaged a pump, &c. The bow port was knocked out, and the stern parted from the deck planks. Eventually the vessel had to be abandoned.
Timber (about 130 standards, including deck load).	After taking in a cargo of deals at Newcastle, N.B., which completely filled her hold, she sailed down the river to Chatham, N.B., where she took in a deck load of deals, which were laid fore and aft between the poop and monkey fore-castle, a distance of from 60 to 70 ft. The load averaged about 4 ft. in height, being highest near the poop and lowest forward. It was secured by cross lashings of rope fastened to ring bolts on each side.	Chatham, N.B. (Sailed on 22nd Sept. 1880.)	Irvine	8	—	Wind, Force, 8. S.E. Heavy seas.	Lat. 46° 45' N., Lon. 18° 53' W. N. Atlantic.	On meeting heavy seas, vessel laboured and strained very much. Pumps had to be used every watch. Later on a gale set in, and as vessel was straining and crew could not get pumps to suck, they jettisoned about three-fourths of the deck load. A heavy sea then smashed the skylight, carried away wheel, &c., and the remaining deck cargo, floating about, stove in the break of the poop, water thereby finding its way in large quantities into the hold. Vessel then became waterlogged and decks began to break up. The Court of Inquiry attributed the loss to stress of weather and justified the abandonment. They thought the deck cargo was not too heavy. Vessels were allowed to leave Miramichi river with deck cargoes up to the 1st October, and the "Hannah G." might reasonably have been expected to arrive in the United Kingdom within the time allowed by the Act of 1876.
Deals, &c.	Had a deck load, dimensions not stated.	Wyborg (Sailed on 3rd Oct. 1880.)	Harwich	10	—	Wind, Force, 11. E.S.E. Heavy cross sea.	30 miles E.N.E. of Leman Lightship, North Sea.	Vessel was struck by heavy seas, and thrown on her beam ends. The lee deck cargo was thrown overboard, and she righted, but it was then found that there were 54 ft. of water in the hold. As the water continued to gain on the pumps vessel was abandoned.

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1880.							(a.) Bound to Ports in
30 October	"Eleanora," 25,884. Barque. 26 years.	Belfast -	Quaco, N.B. -	Wood	a. 986 b. 899 c. 857	Not classed - - -	T. S. Dixon, Belfast -
13 November	"James Edwards," 51,023. Barque. 16 years.	Liverpool -	St. John, N.B. -	Wood	a. 1,090 b. 1,090 c. 1,012	B.Ver. 5/6. L. 1.1. for 6 years from 1'80. 8'80.	J. Pritchard, jr., Liverpool -
14 November	"Champion," 25,519. Barque. 42 years.	Greenock -	New Richmond, Canada.	Wood	a. 762 b. 741 c. 710	Not classed - - -	W. Lindsey, Greenock -
22 November	"Nile," 10,726. Barque. 31 years.	Plymouth -	Sunderland -	Wood	a. 708 b. 601 c. 639	Not classed - - -	J. Moor, Plymouth -
24 November	"Mogul," 47,958. Barque. 21 years.	Barrow -	Milford, U.S.A. -	Wood	a. 893 b. 893 c. 864	Not classed - - -	J. F. Fowle, Barrow -
27 November	"Belgravina," 16,388. Barque. 26 years.	Greenock -	Rhode Island, U.S.A.	Wood	a. 1,325 b. 1,325 c. 1,223	Not classed - - -	J. Carswell, Greenock -
29 November	"Cynosure," 45,936. Barque. 27 years.	Liverpool -	Bath, U.S.A. -	Wood	a. 1,418 b. 1,418 c. 1,362	Not classed - - -	W. Cay, South Shields -
3 December	"City of Montreal," 46,194. Ship. 17 years.	Glasgow -	Quebec -	Wood	a. 1,187 b. 1,187 c. 1,069	Ll. 21. (SS. 77.4 yrs.) 3.78.	R. Hunter, Port, Glasgow -
- December	"Emulatio," 65,627. Barque. 9 years.	London -	Appledore -	Wood	a. 271 b. 262 c. 237	Ll. 12 A. 6.79 - -	J. Smith, London -

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Hewn fir timber, and fir-deals (1,200 loads).	Had a deck load, dimensions not stated.	Quebec - (Sailed on 29th Sept. 1880.)	Belfast -	19	—	Wind, N.E. Force, 10. Heavy seas.	Lat. 44° N., Lon. 33° W., N. Atlantic.	Vessel sprang a leak in bad weather. She rolled heavily, and strained and shipped several heavy seas, which started the deck cargo, causing the waterways and stanchions to open &c. The water gained on the pumps, and as there seemed no chance of saving the vessel, she was abandoned.
Timber and deals (quantity not stated).	Had a deck load of deals 3 ft. in height from 20 to 30 ft. abaft the windlass to within about 4 ft. of the break of the poop.	Quebec - (Sailed on 22nd Oct. 1880.)	Liverpool	22	—	Wind, N.E. Force, 10. High confused sea.	Lat. 49° N., Lon. 28° W., N. Atlantic.	The rudder broke off in the trunk and disappeared. To ease the vessel, it was then thought advisable to jettison the whole of the deck load (which had previously broken adrift but been secured). Vessel subsequently met with a succession of heavy gales, causing her to make a quantity of water, starting her waterway seams, and springing the mainmast. The crew only abandoned her when they had failed to rig a jury rudder, and found that the vessel was drifting out of the track of navigation.
Deals (308 standards).	Had some spare spars on deck; so far as the owner can remember, vessel did not carry a deck load.	Miramichi, N.B. (Sailed on 18th Oct. 1880.)	The Clyde for orders.	18	—	Wind, N. Force, 10. Heavy seas.	Lat. 46° 53' N., Lon. 30° 40' W., N. Atlantic.	The "Champion" encountered a succession of gales from the 25th October to 14th November, when she was abandoned with much water in the hold, and making about 32 in. per hour. The master had tried to ease her by jettisoning some cargo from the main hold and some spare spars on deck that had been sent down from aloft. The vessel was old, but is said to have been in good condition.
Timber (quantity not stated).	No deck load	Quebec -	Cardiff -	17	10	Wind, W.N.W. Force, 10.	About 40 miles S.E. of the Bird Rocks, Gulf of St. Lawrence.	The "Nile" sprang a leak, became waterlogged and capsized. It appeared that although the vessel was all right on the outward voyage, she began to leak after she was loaded at Quebec. The master was drowned, and the Inquiry which had been ordered, was afterwards abandoned. Probable cause of loss, defective hull.
Timber and deals (quantity not stated).	Had a deck load about 2 ft. 9 ins. in height on main deck, fore-and-aft.	Quebec -	Newcastle-on-Tyne.	15 and 1 passenger.	—	Wind, W. by N. Force, 10. High sea.	Lat. 45° 45' N., Lon. 54° 17' W., N. Atlantic.	The "Mogul" sprang a leak, became waterlogged, and was subsequently abandoned. The foremast was cut away and part of the deck load (about three-fourths of the load had previously been washed away) thrown overboard to save the vessel. The efforts, however, were without success, and when the crew were taken off vessel was a perfect wreck.
Timber and deals (about 1,600 tons).	Had a deck load (deals) of 3 feet all over the main deck.	Quebec - (Sailed on 15th Nov. 1880.)	Greenock	18	—	Wind, S.S.W. to W.N.W. Force, 12.	Lat. 49° N., Lon. 32° W., N. Atlantic.	The "Belgravia" encountered a hurricane, lost some sails, started the deck load, and sustained a good deal of damage about deck. The crew were exhausted with pumping, and when abandoned, there were 12 feet of water in the vessel.
Timber and deals (1,551 loads).	Had a deck load .16 inches high, of about four standards of deals, weighing about 12 tons which was carried in the after part of the upper deck, so as to bring vessel into proper trim, without which she would have been by the head. She had a draught of 22 ft. 5 in. forward and 22 ft. 9 in. aft, and a freeboard of 11 ft. to the upper deck.	Quebec - (Sailed on 8th Nov. 1880.)	Bristol -	23	—	Hurricane	Lat. 48° 38' N., Lon. 25° 40' W., N. Atlantic.	Vessel was struck by a hurricane which threw her on her beam ends, blew away all her sails, loosened some of the deck load, the portion being afterwards jettisoned, gave vessel a list, and she finally became waterlogged. The Court of Inquiry attributed the loss to stress of weather, and considered the abandonment justifiable.
Timber (1,300 tons) and 30 tons of stone ballast.	Her lower hold was filled with oak, pine, and ash square timber, and the 'tween decks with pine which was all properly secured. The deck load, consisting of deals, was under 3 ft. in height, and extended from the poop to the foremast, and was secured by means of chains passed over it, and through ring and eye bolts fixed in the deck.	Quebec - (Sailed on 12th Nov. 1880.)	Greenock	22	—	Wind, W. Force, 9. Heavy seas.	Lat. 48° 30' N., Lon. 39° W., N. Atlantic.	From the 14th to the 22nd of November vessel met with bad weather and made a deal of water; on the following day the deck cargo shifted and jammed the pump handle, and all the bulwarks were carried away, and it was found necessary to jettison the deck cargo. Pumps were kept going the whole of the time, and on the 28th it was discovered that the port side of the deck between the fore and main masts had been blown up. On the 29th vessel ran before the wind waterlogged, and with cabin full of water, and she could neither be pumped nor sounded owing to the quantity of water washing about the deck. This continued until the crew were taken off on the 3rd December. The Court of Inquiry found that the loss was occasioned by the severe weather, and considered the abandonment justifiable. They had no evidence of the quantity and weight of the deck cargo, but its height was within the statutory limits. It was of the usual nature carried by similar vessels on similar voyages, and, so far as the Court could judge, it did not appear to have been too heavy for the structural strength of the vessel on an ordinary winter Atlantic voyage.
Mahogany (about 300 tons).	It is stated that the master had orders to carry no deck load.	Santa Anna, Mexico.	English Channel for orders.	11	11	—	Gulf of Mexico	Found bottom up by a passing vessel. Holes were bored in her bottom, but being laden with mahogany, she would not sink. The "Emulatio" is supposed to have been overwhelmed during a gale.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1881.							(a.) Bound to Ports in
15 January -	"Mary," 44,732. Barque. 19 years.	Aberystwith	St. John, N.B.	Wood	a. 347 b. 347 c. 315	Not classed	T. Jones, Aberystwith
26 January -	"Fairwind," 54,961. Barque. 26 years.	Plymouth	Boston, Mass.	Wood	a. 1,213 b. 1,168 c. 1,111	Not classed	P. Rawle, Cardiff
26 January -	"Glasgow," 42,721. Barque. 20 years.	Greenock	Quebec	Wood	a. 1,169 b. 1,169 c. 1,058	Not classed	R. R. Paterson, Greenock
7 February -	"Foam," 3,885. Barque. 40 years.	Bristol	Newport	Wood	a. 307 b. 307 c. 307	Ll.*A1 in red. S.S. 75. 8 years. 7.78.	J. Smith, London
20 February -	"James Dale," 62,383. Barque. 26 years.	Newcastle-on-Tyne.	Rotterdam	Wood	a. 688 b. 683 c. 624	Not classed	J. Thwaites, Newcastle-on-Tyne.
— September -	"Essex," 45,025. Barque. 19 years.	Gloucester	London	Wood	a. 998 b. 956 c. 907	B. Ver. 5/6. Ll. 1.1. for 6 years from 10.80. 10.80.	C. B. Walker, Gloucester
12 October -	"Lauretta," 66,520. Barquentine. 8 years.	Beaumaris	Cornwallis, N.S.	Wood	a. 341 b. 330 c. 266	B. Ver. 3/3. A. 1.1. for 11 years from 1.74. 2.80.	P. and H. Lewis, Conway
20 October -	"Macedon," 56,170. Barque. 15 years.	Glasgow	Quebec	Wood	a. 1,238 b. 1,238 c. 1,155	Ll. 8. Æ 1. 12.80	C. S. Caird, Greenock
20 October -	"Silistria," 12,799. Barque. 27 years.	Newcastle-on-Tyne.	St. John, N.B.	Wood	a. 1,113 b. 1,066 c. 994	Not classed	Middle Dock Co., South Shields.
22 October -	"Eveline," 15,493. Barque. 28 years.	Greenock	Quebec	Wood	a. 808 b. 779 c. 735	Not classed	W. Lindsay, Greenock
27 October -	"Imperial," 1,961. Barque. 29 years.	Port Glasgow	St. John, N.B.	Wood	a. 1,397 b. 1,354 c. 1,028	Not classed	B. French & Sons, Liverpool
3 November -	"Coronet," 42,240. Ship. 21 years.	Liverpool	Miramichi, N.B.	Wood	a. 870 b. 870 c. 863	Not classed	G. T. Soley, Liverpool

SHIPS—FOUNDERED—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Logwood (392 tons).	Not stated whether a deck load was carried.	Belize	Goole	10	—	Wind, E.S.E. Force, 8 to 10.	Lat. 47° 11' N., Lon. 36° 45' W., N. Atlantic.	This vessel encountered heavy gales, and her rudder became useless. The Court of Inquiry found that the "Mary" had become unmanageable through the breaking of her rudder by stress of weather, and they justified the master in abandoning her.
Pitch pine, timber, and deals (1,200 loads).	No deck load	Pensacola	Penarth Roads.	23	—	Wind, S.S.E. Force, 10.	Lat. 48° 53' N., Lon. 24° W., N. Atlantic.	Encountered heavy weather, sprang a leak, damaged rudder, became waterlogged, and unmanageable, and was subsequently abandoned.
Timber and deals (about 1,270 tons).	No deck load	Pensacola	Greenock	20	—	Wind, W. Force, 12. High cross sea.	Lat. 48° N., Lon. 21° W., N. Atlantic.	Vessel met with a hurricane, filled with water, and commenced lurching. Foremast and part of the mainmast were cut away; but as the vessel was breaking up, she was abandoned.
Logwood (350 tons).	No deck load	Belize, B.H.	Goole	10	—	Wind, Force 11. Heavy seas.	Lat. 33° 13' N., Lon. 51° 45' W., N. Atlantic.	The "Foam" was struck by heavy seas, damaging deck, and causing her to spring a leak. She was eventually abandoned in a sinking condition.
Pitch pine and deals (about 800 tons).	No deck load	Doboy, U.S.A.	Queens-town for Orders.	15	—	Wind, N.E. Force, 10.	Lat. 38° 56' N., Lon. 48° 16' W., N. Atlantic.	Vessel met with a succession of gales and sprang a leak. The water gained on the pumps, and when abandoned she had nearly 9 ft. of water in her hold.
Timber (1,200 tons)	No deck load	Pensacola	Penarth Roads.	19	19	—	N. Atlantic	On the 5th September the "Essex" was passed about 60 miles S.W. of Frying Pan Shoals, abandoned dismantled and waterlogged, and she afterwards drifted ashore at Georgetown, South Carolina. Her cargo is stated to have been properly stowed, and the vessel to have been in a seaworthy condition.
Timber (quantity not stated).	Had a deck load—dimensions not stated—stowed from the break of the poop to the foremast, and secured by chains.	Quebec	Conway	9	1	Wind, W.N.W. Force, 12.	Lat. 45° 40', Lon. 48° 10' W., N. Atlantic.	This vessel encountered a terrific hurricane, was dismantled, &c. and rendered altogether unmanageable. She was abandoned and set on fire.
Timber (loads).	No deck load	Pensacola	Greenock	18	—	Wind N.N.W. Force, 11.	Lat. 42° 30' N., Lon. 35° W., N. Atlantic.	The "Macedon" was struck by heavy seas during a gale; the water getting into her to the depth of 15 ft. Fore-topmast rigging was cut away to ease ship, and the topmast in coming down carried away the main topgallant mast, fore yard, and smashed the long boat. Vessel being full of water and unmanageable, was abandoned, the crew having signalled a vessel which hove in sight, the latter remaining by her until she commenced to break up.
Timber (1,318 loads or about 1,450 tons).	No deck load	Quebec	Plymouth	20	—	Wind, W.N.W. Force, 12. Very heavy seas.	Lat. 47° 40' N., Lon. 34° 40' W., N. Atlantic.	This vessel encountered a succession of gales in the N. Atlantic. Her crew became worn out, and six of them were disabled. The foremast and maintopmast had to be cut away, but the ship eventually became waterlogged and was abandoned.
Timber and deals (about 1,100 loads).	Cargo consisted of about 1,100 loads of square timber, of which about 150 loads were on deck. Vessel's draught was 21 ft. aft, and 20 ft. forward. When the loading of the cargo in the hold was completed, she had a list to starboard, and the deck cargo was distributed so as to counteract this list, and eventually the list was reduced to about 3 in. The height of the deck cargo was stated to average about 5 ft.	Quebec	London	13	1	Wind, W. Force, 12.	Lat. 48° 10' N., Lon. 38° 40' W., N. Atlantic.	The Court of Inquiry found that this vessel was abandoned owing to her having become waterlogged through straining and shifting her deck cargo in a gale. The deck load on breaking adrift carried away bulwarks, stanchions, galley, and front of poop. The pumps became overpowered, decks burst up, &c. It appeared that while at Quebec, owing to vessel's leaky condition, six sailors had refused duty, but repairs had then been done, as required by surveyors. The Court also found that the "Eveline" had sufficient freeboard, that her cargo was properly stowed and secured, and that the list she had did not contribute to her loss.
Timber and deals	No deck load	Quebec	Liverpool	21	—	Wind, N.W. Force, 10. Very high sea.	40 miles W.N.W. of Bird Rocks, Gulf of St. Lawrence.	This vessel broached to whilst running before a gale. She was again got before the wind, and was found to have 5 ft. of water in the hold. She again broached to on the following day, became unmanageable, and was abandoned waterlogged.
Deals	Had a deck load, dimensions not stated.	Musquash, N.B. (Sailed on 2nd Oct. 1881.)	Liverpool	17 and 1 passenger.	—	Wind, N.W. Force, 12. Very high sea.	Lat. 41° 50' N., Lon. 40° W., N. Atlantic.	The "Coronet" encountered a severe hurricane, and had boats, skids, skylights, binnacle, and compass carried away. A portion of her deck cargo was jettisoned, but owing to heavy seas the men were unable to continue working, and a large part was washed overboard, the remainder breaking adrift and carrying away bulwarks and cunnings of hatches, choking pumps, and doing other serious damage. As vessel was filling fast with water, and was dismantled and fast breaking up, she was abandoned.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1881.							(a.) Bound to Ports in
5 November -	"Karoo," 73,128. Barque, 3 years.	Truro, N.S.	Greenock, N.S.	Wood	a. 464 b. 447 c. 449	Ll. 7 A—, 11.78	A. & W. Smith, Halifax, N.S.
10 November -	"Adept," 32,840. Barque, 34 years.	Glasgow	Quebec	Wood	a. 1,102 b. 1,102 c. 1,042	Not classed	Rankin & Gilmour, Liverpool.
10 November -	"Princess Royal," 42,615. Barque, 24 years.	Greenock	Boston	Wood	a. 1,239 b. 1,201 c. 1,131	Not classed	J. Hendry, Greenock
22 November -	"Granite City," 23,148. Barque, 28 years.	London	Aberdeen	Wood	a. 771 b. 726 c. 683	Ll. 10. A1. 6.81, B.Ver., 5/6. A.1.1. for 6 years from 10.75. 7.81.	R. A. Stewart, London
26 November -	"Lord Palmerston," 16,245. Barque, 25 years.	Glasgow	Sunderland	Wood	a. 650 b. 650 c. 584	Ll. 13 A1. in Red, 2.80., B. Ver. 5/6, L.1.1. for 6 years from 7.79. 2.80.	A. A. Wylie, Troon
27 November -	"Margaret Boyd," 60,821. Barquentine, 27 years.	Ardrossan	Bideford, U.S.A.	Wood	a. 427 b. 396 c. 420	Not classed	H. Boyd, Ardrossan
10 December -	"Frederick," 46,150. Barque, 18 years.	Greenock	St. John, N.B.	Wood	a. 931 b. 909	B. Ver. 5/6, L.1.1. for 8 years from 2.81. 2.81.	J. Warden, Greenock
1882.							
6 February -	"Heversham," 49,633. Barque, 32 years.	Newcastle-on-Tyne.	United States	Wood	a. 918 b. 876 c. 809	Not classed	Middle Dock Co., South Shields.
27 November -	"Romania," 46,209. Barque, 19 years.	London	Quebec	Wood	a. 1,178 b. 1,136 c. 1,043	Ll. 2E1. S.S.'81. 8 years. 5.81.	A. Cassells, Liverpool
1883.							
7 January -	"Endymion," 28,646. Ship, 26 years.	Liverpool	Boston, U.S.A.	Wood	a. 1,299 b. 1,299 c. 1,216	Not classed	E. B. Hatfield, Liverpool

SHIPS—FOUNDERED—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and Particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Deals (about 600 tons).	The deck cargo extended from the fore part of the after deck-house to about the fore part of the forward deck-house, but as to what the height of the deck load was, there was a great difference in the evidence given by the witnesses at the Inquiry, the heights stated varying from 2½ to 4 ft. The master would not attend the Inquiry.	Musquidiboit, N.S. (Sailed on 11th Oct. 1881.)	Queens-town, for orders.	11	2	Wind, S.W. to N.W. Force, 12. High cross seas.	About Lat. 43° 30' N., Lon. 40° W., N. Atlantic.	The Wreck Commissioner concluded that nothing could have been done to save this vessel. She was thrown on her beam ends during a gale, and kept with her starboard side under water for about two hours with the lee chain bolts drawn, whereby the water got into her and filled the hold.
Deals (about 1,800 tons).	Had a deck load of about 35 St. Petersburg standards of deals.	St. John, N.B.	London	22	12	Wind, N.W. Force, 10. Heavy sea.	Lat. 41° N., Lon. 45° W., N. Atlantic.	The "Adept" encountered bad weather, laboured, and sprang a leak. The deckload lashings began to give way, and some deals were washed overboard. The load was then jettisoned, but vessel became waterlogged. She was afterwards struck by a heavy sea, which swept her decks and carried away boats, deck-house, and 12 men. Vessel being unmanageable, was abandoned.
Deals	Had a deck cargo, about 2 ft. 11 ins. high, which extended from the poop to the fore-castle, consisting of 11 heights of deals, stowed flat. The deals were secured by wedges and battens.	Quebec (Sailed on 21st Oct. 1881.)	Glasgow	24 and 1 stow-away.	—	Wind, N.N.E. to N.N.W. Force, 10. High confused sea.	Lat. 44° 35' N., Lon. 43° 39' W., N. Atlantic.	This vessel encountered heavy weather. Her deckload broke adrift, preventing the pumps being worked for some time, and injuring 9 men when attempting to throw it overboard. Decks broke up. Mate thinks the waterways opened out when the deckload started. Vessel became waterlogged and unmanageable, and was abandoned. The Court of Inquiry found that the vessel was abandoned through having become waterlogged from stress of weather, and they expressed an opinion that in order to be efficiently secured, all deck cargoes should be lashed down.
Deals (300 to 310 standards).	15 to 18 standards were carried on deck, and the deals are stated to have been secured with chains and ropes. The deck load did not exceed 3 ft. in height.	Dalhousie, N.B. (Sailed on 12th Nov. 1881.)	London	14	—	Wind, W.N.W. Force, 10.	Lat. 44° 39' N., Lon. 38° W., North Atlantic.	The "Granite City" met with heavy weather; her deck load broke adrift, and was jettisoned; she became leaky, and her port side, both planks and timbers, from the main rigging aft as low down as the main deck, broke away, and trailed alongside. The Wreck Commissioner, considering the way the vessel broke up, was not prepared to say that she was in a thoroughly good and seaworthy condition when she left port, or that she had sufficient freeboard for a winter voyage. He attributed her loss to the violent gales which, owing partly to her age and partly to her heavy cargo, she could not resist. He also considered her unfit to carry a deck load in the winter season.
Deals and herrings, between 800 and 900 tons, and 160 tons of ballast.	There was a deck load from the break of the poop to the fore-castle head, 3 feet high, laid from side to side, and secured with riders, and the deals were fastened across under the pin rail, and wedged.	St. John, N.B.	Cork	13	—	Wind, N.W. Force, 10. High sea.	Lat. 39° 49' N., Lon. 55° 8' W., N. Atlantic.	The Court of Inquiry found that this vessel met with very heavy weather, and, through a sea breaking on board, the deck cargo shifted, and she became seriously strained in her upper works, thereby allowing water to get to the sand ballast and cause the pumps to be choked. The Court doubted the prudence of carrying a deck-load, and they thought that it was not properly secured.
Deals (217 standards, including deck load).	Carried a deck cargo which was wedged, and secured by spars and planks athwartships, lashed down at the ends and centre to ring bolts.	Miramichi, N.B.	Larne	9	—	Wind, S.W. Force, 10 to 12. Very heavy sea.	Lat. 47° N., Lon. 31° W., N. Atlantic.	The "Margaret Boyd" was struck by heavy seas, her deck load got adrift, the water found its way into the hold, and she gradually settled down. The Court of Inquiry found that the abandonment of this vessel was due to her having become waterlogged in an extremely violent hurricane, and that she was not prematurely abandoned, every possible effort having been made to save her. The deck load is stated to have been 41 standards short of what vessel carried on the previous voyage.
Timber (about 900 tons).	No deck load	Quebec	Greenock	17	2	Wind, W.N.W. Force, 12. Heavy seas.	Lat. 49° 11' N., Lon. 37° 2' W., N. Atlantic.	This vessel was struck by a heavy sea which washed away her fore house, hatch-covers, main pumps, &c. She soon afterwards filled with water and was abandoned waterlogged.
Timber (about 1,000 tons).	No deck load	Mobile	England	19	—	Wind, S.W. to W.N.W. Force, 10.	Lat. 32° N., Lon. 68° 48' W., N. Atlantic.	The "Heversham" encountered very heavy weather, and was abandoned waterlogged.
Timber (1,900 tons)	No deck load	Quebec	Liverpool	18	1	Wind, W.N.W. Force, 9. Heavy sea.	Lat. 47° 8' N., Lon. 50° 40' W., N. Atlantic.	Encountered very heavy weather, became leaky and waterlogged, and was abandoned.
Deals (1,500 tons)	Had a deck load 3 ft. high all over the main deck.	Musquash, N.B.	Liverpool	20	—	Wind variable, Force, 12. Very high seas.	About Lat. 43° 30' N., Lon. 28° 20' W., N. Atlantic.	This vessel encountered very heavy weather and became leaky. Deck load broke adrift and was jettisoned to ease vessel, but she was ultimately abandoned waterlogged.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1883. 5 April -	"Peruana," 1,497. Barque. 33 years.	Glasgow	Liverpool	Wood	a. 442 b. 425 c. 410	Not classed	J. M. Clerk, Glasgow
2 July -	"Westminster," 55,925. Ship. 16 years.	Dublin	Quebec	Wood	a. 1,463 b. 1,426 c. 1,347	Not classed	W. Murphy, Dublin
16 November -	"Portlaw," 51,049. Ship. 19 years.	Greenock	United States	Wood	a. 1,220 b. 1,192 c. 1,109	Not classed	J. D. Clink, Greenock
8 November -	"Benefactress," 50,723. Barque. 19 years.	Greenock	Quebec	Wood	a. 1,304 b. 1,261 c. 1,165	Not classed	A. Hamilton & Co., Greenock
1884. 16 February -	"Ada Barton," 64,581. Barque. 12 years.	St. John, N.B.	St. John, N.B.	Wood	a. 620 b. 590 c. —	Not classed	R. Wagner, St. John, N.B.
9 May -	"Constance," 26,994. Barque. 26 years.	London	Newhaven	Wood	a. 380 b. 367 c. 360	(a) Ll. A. 1 in red. S.S. '51. 4 years. (b) 8.82.	J. Bambrough, Sunderland
1 December -	"Eothen," 13,584. Brigantine. 35 years.	Milford	Cardiff	Wood	a. 226 b. 214 c. 217	(a) Ll. A. 1 in red. 83 for 8 years. (b) 3.83.	J. Davies, Milford
10 December -	"Princess of Wales," 44,246. Brig. 21 years.	Carnarvon	Portmadoc	Wood	a. 164 b. 164 c. 164	(a) Ll. A. 1 in red. S.S. 81. 3 years, expired December 84. (b) 8.84.	D. Griffith, Portmadoc
1885. 6 May -	"Lady Cartier," 38,759. Barque. 17 years.	Cardiff	Miramichi	Wood	a. 808 b. 794 c. 727	Not classed	B. Traves, Cardiff

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and Particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Spruce deals, 192 standards, including deck load.	Had a full deck load of 11 standards of deals, stated to have been stowed in usual way.	St. John, N.B. (Sailed on 27th March 1883).	Glasgow	10 and 3 passengers.	—	Wind, S.S.E. Force, 12. Very high cross seas.	Lat. 40° 20' N., Lon. 57° 38' W., N. Atlantic.	The "Peruana" was abandoned waterlogged and breaking up. The Court of Inquiry, looking at the vessel's age, thought that she should not have carried a deck cargo. The managing owner was to blame for not having her docked and practically surveyed from the time she came into his possession in August 1881. Before leaving St. John, the master had found and repaired a rent in a plank below the load waterline.
Timber (1,800 tons)	Had a deck load of about 170 loads of squared timber, not more than 4½ ft. high, and extending from the front of the poop to within 25 ft. of the windlass.	Quebec - (Sailed on 16th June 1883).	Liverpool	24	—	Wind, N.W. Force, 10. Heavy sea.	Lat. 48° 12' N., Lon. 26° 29' W., N. Atlantic.	This vessel was pooped by a heavy sea during a gale, which carried away wheel, boats, started deck load, &c., and caused so much damage that she became unmanageable, and filled with water. The deck load washing about, broke all bulwarks, stanchions, and front of cabins. Vessel was afterwards abandoned.
Timber (about 1,400 tons).	No deck load	Quebec -	Greenock	19	—	Wind, E.S.E. Force, 12.	Near the Island of Miquelon, N. Atlantic.	This vessel encountered heavy weather, sprang a leak, became waterlogged, and was abandoned.
Timber (between 1,300 and 1,400 loads, about 1,500 tons).	No deck load	Quebec -	Greenock	22	15	Wind, W.S.W. Force, 12. Heavy seas.	Lat 52° 30' N., Lon. 23° 20' W., N. Atlantic.	On the 17th November the "Beaufactress" met with a gale, lost sails, was thrown on her beam ends, and all her boats except the long boat were carried away. After cutting away the fore and main topmasts, she righted, but was found to be full of water. The next day, as the after part of the vessel was breaking up, the crew took refuge in the star-board fore-castle, and on the 25th, 15 of the crew left the vessel in the long boat, and have not since been heard of. Three days later the remaining seven were taken off the wreck by a passing steamer.
Deals, birch, and pine timber, flour, &c. (700 tons).	Had a deck load of eight tiers of deals, 3 ft. high.	St. John, N.B. (Sailed on 25th Jan. 1884.)	Glasgow	12 (11 at time of casualty, the mate having been lost over-board on Feb. 3rd.)	9	N.W., 12	Lat. 45° 6' N., Lon. 28° 25' W., N. Atlantic.	During a whole gale on February 8th, vessel shipped a heavy sea amidships, which carried away a portion of the deck load, and master ordered remainder to be jettisoned. Vessel sprang a leak and pumps were set going. On February 10th, gale increased to a hurricane; next day the crew, being exhausted, took to the rigging. Vessel went on her beam ends and became waterlogged. The main and fore topmasts were carried away, and the master, second mate, steward, and five A.B.'s were drowned. On February 16th, the three survivors (two A.B.'s and an ordinary seaman) were rescued by a passing steamer. The two surviving A.B.'s state that vessel was in good condition on leaving St. John, and they attribute the loss to her having a deck load.
Logwood roots (353 tons).	No deck load	Salt River, Jamaica. (Sailed on 6th May 1884.)	Goole	11	—	N.E., 6	About 40 miles off the S. coast of Jamaica, Caribbean Sea.	Two days after sailing, vessel was found to have five feet of water in the hold, although she had been all the time under the lee of the land with a light off-shore wind. Next day, in spite of the ample pumping power being almost continually used, there were 10½ feet of water in the hold; all hands then took to the boats, in which they remained by the vessel until she went down. The Wreck Commissioner found the loss due to vessel having become full of water; but how the water got into her, whether by a sudden leak, her unseaworthy condition, or the act of anyone on board, there was nothing to show. (At Salt River, before sailing, a leak had been found in the port bow and stopped.)
Timber and deals (about 250 tons).	Had a deck load, but dimensions not stated.	St. John, N.B. (Sailed on 18th Nov. 1884.)	Carnarvon	7	—	N.W., 6	Abandoned in Lat. 42° 32' N., Lon. 55° 1' W., N. Atlantic.	Vessel encountered a strong gale and sprang a leak. Pumps were used day and night, but ultimately vessel was abandoned.
Flooring boards (74 standards), and some sand ballast.	Had a deck load. Dimensions not stated.	Frederickstadt. (Sailed on 28th Nov. 1884.)	Newry	6	—	S.W., 9	Abandoned 20 miles E. of the Leman and Ower, North Sea.	Four days after sailing, the pumps became choked with sand ballast. Crew began to bale water out with buckets, but a gale came on. Deck load was thrown overboard. The water, however, got level with the decks. Two fishing smacks towed vessel for some hours, but she was ultimately abandoned. An insurance club subsequently refused a risk on a vessel commanded by the master of the "Princess of Wales" on the ground that he had not exerted himself to save the latter vessel.
Pitch pine timber and deals (about 996 tons).	Had a deck load of two tiers of pitch pine stowed on the fore side of the cabin, and secured by toms and lashings. The master says the deck cargo consisted of about 60 loads of sawn timber. The mate says it was of timber and deals.	Pensacola (Sailed on 10th Apr. 1885.)	Swansea, for orders.	16	—	N.N.W., 12	Lat. 38° 26' N., Lon. 54° 51' W., N. Atlantic.	Encountered a hurricane, and was thrown on beam ends. Deck load broke adrift and did damage. Main hatch was stove in, main pumps smashed, &c. When abandoned, vessel was breaking up fast. The mate attributes the loss to bad weather, and the heavy seas breaking the deck load adrift.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1885. 18 November	"Mersey." 17,771. Barque. 34 years.	Liverpool	Windsor, N.S.	Wood	a. 594 b. 580 c. —	Not classed	J. R. Suter, Maryport
1886. 27 February	"Rowland Hill." 72,302. Barque. 9 years.	St. John, N.B.	St. Martin's, N.B.	Wood	a. 899 b. 856 c. —	a. B. Ver. 3/3. A. 1. 1. for 12 years from 8.77. b. 2.86	H. Vaughan, St. John, N.B.
1 March	"Gloire." 42,848. Barque. 24 years.	Windsor, N.S.	Windsor, N.S.	Wood	a. 1,138 b. 1,138 c. —	Not classed	G. W. Churchill, Hantsport, N.S.
19 March	"William Paterson." 61,862. Barque. 17 years.	Liverpool	New Brunswick	Wood	a. 638 b. 619 c. 578	Not classed	J. J. Wallace, London
23 September	"Alfred the Great." 3,328. Barque. 34 years.	South Shields	Sunderland	Wood	a. 599 b. 577 c. 534	Not classed	T. S. Blues, S. Shields
30 September	"Antwerp." 66,982. Barque. 12 years.	St. John, N.B.	New Brunswick	Wood	a. 586 b. 573 c. 508	Not classed	O. Emery, St. John, N.B.
22 October	"Henrys." 47,707. Brig. 22 years.	Quebec	North Hylton	Wood	a. 316 b. 307 c. —	a. B. Ver. 5/6. A. 1. 1. for 6 years from 3.82. b. 9.86.	D. Maguire, Quebec
18 December	"Stormy Petrel." 59,147. Barque. 18 years.	Dublin	Clifton, N.B.	Wood	a. 530 b. 500 c. 470	a. B. Ver. 5/6. A. 1. 1. for 6 years from 12.82. b. 8.83.	G. Merritt, Dublin
1887. 7 February	"Fanny Atkinson." 52,160. Barque. 22 years.	Belfast	New Brunswick	Wood	a. 626 b. 608 c. 602	Not classed	S. Lawther, Belfast
7 March	"Gladstone." 66,391. Barquentine. 14 years.	Llanelly	Prince Edward Island.	Wood	a. 319 b. 297 c. 282	Not classed	T. Roberts, Llanelly
19th March	"Prins Hendrik." 93,161. Barque. 21 years.	Belfast	Holland	Composite.	a. 1,986 b. 1,867 c. 1,986	a. B. Ver. 5/6. G. 1. 1. for 5 years from 10.86. b. 11.86.	J. S. Wright, Belfast
13th May	"Wellington." 62,066. Barque. 23 years.	Windsor, N.S.	Windsor, N.S.	Wood	a. 1,006 b. 1,006 c. —	Not classed	A. Armstrong, Liverpool
19 September	"Retriever." 20,842. Barque. 29 years.	London	Sunderland	Wood	a. 311 b. 296 c. 281	Not classed	F. H. Cornish, Salisbury, Wilts.

SHIPS—FOUNDERED—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and Particulars of Deck Load, if any.	From	To					
the United Kingdom— <i>continued.</i>								
Sawn wood (700 tons).	Had a deck cargo (deals), 2 ft. 10 in. high, stowed fore and aft from cabin to fore-castle, well lashed with chains and ropes.	Bathurst, N.B. (Sailed on 13th Oct. 1885.)	Liverpool	13 and 1 stow-away.	—	S.S.E. 10	Lat. 49° 5' N., Lon. 17° 49' W., N. Atlantic.	This vessel met with heavy weather, sprung a leak, and lost her deck load, which, upon breaking adrift, carried away forward house and bulwarks.
Timber (quantity not stated).	Had a deckload 3 ft. high.	St. John, N.B. (Sailed on 16th Feb. 1886.)	Liverpool	15	—	N.W. 8	Lat. 41° 30' N., Lon. 55° W., N. Atlantic.	Vessel met with heavy weather on the 24th, deck load broke adrift, and part was thrown overboard. On the 27th she was abandoned, with 17½ ft. of water in the hold.
Deals and scantling (quantity not stated).	Had a deck load; dimensions not stated.	St. John, N.B. (Sailed on 17th Feb. 1886.)	Cardiff	16 and 1 passenger.	—	N. 12	S.E. edge of the banks of Newfoundland.	The windmill pump broke down during a gale, and through the deck load breaking adrift, the main deck pumps could not be worked. Vessel consequently became waterlogged, and a week later was abandoned.
Teak wood (700 tons).	Not stated whether a deckload was carried.	Bangkok, via Cadiz, which latter port she left on 7th Feb.	The Clyde	15	—	S.E. 10	Lat. 57° 20' N., Lon. 18° 20' W., N. Atlantic.	This vessel met with heavy weather. When abandoned, she was a mere wreck, and had been waterlogged for nine days.
Timber (700 or 800 loads, including deck load).	About 50 or 60 loads of timber were carried on deck, being 3 ft. to 4 ft. high, and well stowed.	Quebec (Sailed on 26th Aug. 1886.)	Newcastle-on-Tyne.	12 and 1 passenger.	—	S.W. 12	Lat. 58° 54' W., Lon. 8° 30' W., N. Atlantic.	This vessel encountered heavy cross seas on the 26th, 27th, and 28th September, causing water to rush in by the opening of the wooden ends, and in spite of every effort the planking ripped, whereby the water found its way down into the hold in large quantities. All the deck load was washed away. The Court of Inquiry found that the vessel was not overlaid, and that her cargo was properly stowed.
Deals (about 800 tons).	Had a deck load; dimensions not stated.	St. John, N.B. (Sailed on 9th Sept. 1886.)	Tralee	10	—	N.N.W. 10	Lat. 51° 30' N., Lon. 22° 0' 7" W., N. Atlantic.	Vessel met with heavy weather on the 28th September, was hove on her beam ends, lost most of her deck load, and became waterlogged. Crew were taken off on the 30th.
Timber and deals (quantity not stated).	Stated to have had a deck cargo properly stowed and lashed.	Quebec (Sailed on 22nd Sept.)	Southampton.	8	—	Variable. 12	Lat. 48° 20' N., Lon. 26° 42' W., N. Atlantic.	While running before the gale, vessel was struck under the stern by a heavy sea, which started stern timbers, and caused her to leak. Deck load was thrown overboard, but the leak increased until the crew were obliged to abandon the vessel.
Timber (550 to 600 tons).	No deck load	Mobile (Sailed on 3rd Nov. 1886.)	Belfast	12 and 1 passenger.	3 (crew).	N.N.W. 10	Lat. 48° N., Lon. 16° W., N. Atlantic.	Vessel experienced heavy gales on the 7th and 8th December, lost masts, &c., and became waterlogged. A Naval Court, held at Antwerp, found that the vessel was seaworthy, and was not overlaid.
Pitch pine timber (650 tons).	No deck cargo. The hold was loaded full up to the main deck beams.	Apalachicola, Florida. (Sailed on 30th Jan. 1887.)	Belfast	14	—	E.S.E. 5	Lat. 24° 54' N., Lon. 84° 5' W., Gulf of Mexico.	On day after sailing the vessel met with a choppy sea, and made more water than usual, and in spite of the pumps the leak increased until, on the eighth day out, 10 ft. of water were found in the hold. The crew, after setting the barque on fire, were taken on board a passing steamer.
Logwood (about 300 tons).	No deck load	Port-au-Prince, Hayti. (Sailed on 14th Jan. 1887.)	Falmouth	8	—	— 12	Lat. 37° N., Lon. 51° 50' W., N. Atlantic.	Vessel encountered a terrific gale on the 24th February, during which she strained, and commenced to make water. After 11 days' pumping, the crew abandoned her. She had been run for Fayal, but owing to the wind changing and the exhaustion of the crew, all hope of making a port was abandoned.
Wood goods (oak, walnut, and poplar), and cotton (quantity not stated).	No deck load	Norfolk Va. (Sailed on 12th Mar. 1887.)	Liverpool	24	—	N.E. 7	Lat. 36° N., Lon. 60° W., N. Atlantic.	On the 14th March, vessel experienced a heavy gale which caused her to labour heavily, and on the 15th she was found to be making water. Pumps were kept going until the 19th, when the vessel was abandoned with 11 ft. of water in the hold.
Timber (about 1,400 tons) consisting of 1,372 logs of square pitch pine, and 1,860 deals, the latter being used for filling and wedging the square timber. All the cargo was stowed under the deck by regular stevedores.	No deck load	Pensacola (Sailed on 5th April 1887.)	Liverpool	14	—	Squally	About Lat. 45° N., Lon. 37° W., N. Atlantic.	The Court of Inquiry found that the vessel was not overlaid and that she was seaworthy when she left Pensacola. She had struck on the bar two or three times on leaving port. The heavy weather which she met with on and after the 7th May was the immediate cause of the leak, and the Court were of opinion that although she made a considerable quantity of water between the 7th and 13th May, it was not sufficient to endanger the lives of the crew, as the pumps, when kept at work, were well able to cope with it. The evidence was contradictory, and there was not sufficiently conclusive proof to say the vessel was improperly abandoned.
Greenheart timber, 350 tons.	No deck load	Demerara	Queens-town.	8	—	— 9	Supenaam, Essequibo, British Guiana.	This vessel sank at her moorings through the water washing in at the bow port. The Court of Inquiry censured the mate for negligence in not having the bow port closed as soon as vessel was loaded.

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1887. 18 October	"New Brunswick." 42,254. Barque. 27 years.	London -	Bathurst, N.B. -	Wood	a. 611 b. 574 c. 557	Not classed	J. Nelson, Maryport
1888. 18 March	"Wanderer." 65,789. Barquentine. 14 years.	Leith -	Kingston -	Wood	a. 262 b. 256 c. 254	a. Ll. 11. A. 1. cont. 85-7 A. 1. b. 3.86.	D. Reid, Port Gordon, Banffshire.
1889. 6 June	"Patriot Queen." 1,694. Barque. 51 years.	Liverpool -	Whitehaven -	Wood	a. 510 b. 510 c. —	Not classed	J. Sutherland, Liverpool
10 September	"Zulette." 49,666. Barque. 25 years.	N. Shields -	Kennebecasis, N.B.	Wood	a. 787 b. 763 c. 702	Not classed	J. Eskdale, N. Shields
(b.) BOUND BETWEEN							
1873. 18 February	"Brother's Pride." 57,462. Schooner. 6 years.	Annapolis, N.S.	Granville, N.S. -	Wood	a. — b. 141 c. —	Not classed	J. Rawding, Clements, N.S.
18 February	"Victoria." 52,172. Brigantine. 7 years.	St. John, N.B. -	Dorchester, N.B.	Wood	a. — b. 228 c. —	Not classed	W. J. McLaughlin, St. John, N.B.
4 May -	"Arnica." 48,236. Schooner. 9 years.	St. John, N.B. -	St. John, N.B. -	Wood	a. — b. 95 c. —	Not classed	D. V. Roberts, St. John, N.B.
27 November	"S. P. Musson." 61,923. Brigantine. 2 years.	Liverpool, N.S.	Liverpool, N.S. -	Wood	a. — b. 208 c. —	Not classed	A. Harrington, Liverpool, N.S.
1874. 20 March	"Hesperus." 35,467. Barque. 10 years.	St. Andrews, N.B.	St. Andrews, N.B.	Wood	a. — b. 432 c. —	Not classed	W. Whitlock -
23 May -	"Antelope." 35,300. Schooner. 22 years.	St. Andrews, N.B.	Digby, N.S. -	Wood	a. — b. 84 c. —	Not classed	W. Bannon, St. Andrews, N.B.
5 September	"Melita." 54,362. Schooner. 4 years.	Bear River, N.S.	—	Wood	b. 130	Not classed	J. S. Leech -
7 September	"Etna." 66,726. Brigantine. 2 years.	Liverpool, N.S.	—	Wood	b. 147	Not classed	E. C. Seeley -
12 December	"Windhover." 18,033. Barque. 20 years.	Sydney, N.S.W.	Kirkcaldy -	Iron	a. — b. 207 c. —	Not classed	Wright Co., Sydney, N.S.W.
1875. 4 March	"Louisa D." 59,161. Schooner. 7 years.	St. John, N.B. -	Black River, N.B.	Wood	b. 158	Not classed	J. Dunlop, St. John, N.B. -
20 March	"Hesperus." 35,467. Barque. 10 years.	St. Andrews, N.B.	St. Andrews, N.B.	Wood	b. 432	Not classed	W. Whitlock, St. Andrews, N.B.
28 April	"Mary Mag." 57,112. Schooner. 9 years.	Digby, N.S. -	Salmon River, N.S.	Wood	b. 72	Not classed	C. M. Melancon, Port Acadie, Digby, N.S.
8 September	"Athlete." 49,478. Schooner. 10 years.	Digby, N.S. -	Digby, N.S. -	Wood	b. 174	Not classed	Churchill & Taylor, Digby, N.S.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and Particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Oak, elm, and pine timber and deals (about 750 tons).	Had a deck load about 3 ft. 6 in. high stowed on the main deck between the fore-castle and the poop. It was not lashed, but "chocked off" from side to side, and did not break adrift.	Quebec - (Sailed on 30th Sept. 1887.)	Liverpool	12	—	N.N.E. 10	Lat. 46° 49' N., Lon. 42° 25' W., N. Atlantic.	During a heavy gale on the 15th October vessel strained and made water. On the 17th the starboard pump became choked with the sand with which the vessel had been ballasted on the outward voyage. On the 18th she was abandoned with 6 or 7 ft. of water in her. Master could not say whether the deck load in this case contributed to the loss, as the position of the leak was not found; but he thought that deck loads in bad weather were the cause of many vessels straining and leaking.
Mahogany (300 tons).	No deck load	Laguna de Terminos, Mexico. (Sailed on 4th Feb.)	Falmouth	7	—	W.N.W. 9	Lat. 36° N., Lon. 17° W., N. Atlantic.	Was dismantled by a squall on the 25th February and abandoned on the 16th March, after all sails had been blown away and pumps had become choked.
Pitch pine timber, viz., 10 loads of hewn pitch pine, 564 loads of sawn pitch pine, 19 standards of deals, including deck load.	Had a small deck load of 24 pieces of sawn timber.	Sapelo, Georgia. (Sailed on 4th May 1889.)	Troon	13	—	N.W. 9. Heavy seas.	Lat. 49° 13' N., Lon. 25° W., N. Atlantic.	On May 5th heavy seas broke the deck load adrift, and it was jettisoned. Vessel sprang a leak. Bad weather then came on. Crew, after several days at the pumps, became exhausted, and vessel was ultimately abandoned, with 13 ft. of water in the well.
Timber (about 860 loads).	Had a deck load of from 40 to 50 pine baulks. The Court found that the deck load was not excessive, and that vessel had carried heavier loads on previous voyages.	Quebec - (Sailed on 12th Aug. 1889.)	Sunderland	16	3	S.S.W. Storm	Lat. 57° 30' N., Lon. 18° W.	The "Zulette" was struck by a very heavy sea, which gave her a severe list, and caused her to strain and leak. The deck-house, deck load, gear, &c. were carried away, and the seas prevented the pumps being worked. The Court of Inquiry found that the vessel was seaworthy when she sailed, and that the loss was due to stress of weather.
PORTS ABROAD.								
Timber	Not stated whether a deck load was carried.	Annapolis, N.S.	Barbadoes	3	2	—	Abandoned in Lat. 38° 49' N., Lon. 68° 5' W., N. Atlantic.	This vessel is stated to have been lost through stress of weather.
Shooks (350 tons)	Had a deck load	St. John, N.B.	Havana	8	—	N.W. 10	Lat. 33° 44' N., Lon. 61° 28' W., N. Atlantic.	This vessel experienced a continuance of heavy gales, sprang a leak, became waterlogged, and was abandoned when on the point of foundering.
Laths	Had a deck load, dimensions not stated.	Glace Harbour.	Vineyard Haven, Mass.	5	3	N.E. 11	30 miles N.E. of Cape Cod.	The "Arnica" capsized in a heavy gale.
Logwood	Not stated whether a deck load was carried.	Unknown	Unknown	9	—	Unknown	Oroa Bay, near St. Domingo.	Abandoned. Cause unknown.
Lumber (650 tons)	No deck load	St. Andrews, N.B.	Monte Video.	10	—	W. 12	Abandoned in Lat. 37° 30' N., Lon. 57° 51' W., N. Atlantic.	Lost wheel, was thrown on beam ends, and sprang a leak during a hurricane.
Lumber	Had a deck load, dimensions not stated.	St. Andrews, N.B.	Boston	4	—	—	Off Cutler, Maine, U.S.A.	Probable cause of loss, defective hull. The vessel was old, and it is supposed that one of the planks started, which caused the vessel to fill and capsize.
Lumber	Had a deck load	Annapolis, N.S.	Port au Prince, Hayti.	6	—	E.N.E. 12	Lat. 33° N., Lon. 67° W., N. Atlantic.	Vessel was totally dismantled in a hurricane. Crew were finally compelled to abandon her.
Lumber	Had a deck load	Port Matanzas, N.S.	Matanzas, Cuba.	8	—	N.W. 12	Lat. 36° 46' N., Lon. 67° 15' W., N. Atlantic.	The vessel encountered a severe hurricane. Masts and rigging were cut away and deck load thrown overboard, but vessel had to be abandoned.
Timber (about 300 tons).	No deck load	Sydney, N.S.W.	Lyttelton, N.Z.	8 and 1 passenger.	—	S. 4	Lat. 38° S., Lon. 153° 16' E., S. Pacific.	Vessel abandoned leaky and waterlogged. The Court of Inquiry considered the loss was due to stress of weather.
Shooks (quantity not stated).	Had a deck load; dimensions not stated.	St. John, N.B.	Havana	6	1	W.N.	Lat. 40° 1' N., Lon. 69° 45' W., N. Atlantic.	The "Louisa D." met with heavy weather, and was abandoned.
Lumber (about 650 tons).	No deck load	St. Andrews, N.B.	Monte Video.	10	—	W. 12	Lat. 37° 30' N., Lon. 57° 51' W., N. Atlantic.	The "Hesperus" carried away her wheel in a hurricane, was thrown on her beam ends, became leaky, and was abandoned.
Timber (65,000 feet).	Had a deck load	Port Acadie, N.S.	St. Kitt's, W.I.	6	—	S.E. 10	Lat. 39° 50' N., Lon. 64° W., N. Atlantic.	Sprang a leak and became waterlogged during a gale.
White pine and spruce planks and boards (270 tons).	120,000 feet under hatches, and 50,000 feet on deck.	Digby, N.S.	Demerara	6	—	E.S.E. 12	Lat. 35° 25' N., Lon. 57° 50' W., N. Atlantic.	The "Athlete" was thrown on her beam ends during a hurricane and dismantled. Becoming leaky, and her crew being quite exhausted, she was abandoned. She is stated to have carried heavier deck loads on previous voyages, and to have been strongly built.

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net c. Under Deck.	Classification.	Name and Address of Owner.
1875. — September	"Amelie," 48,265. Brigantine. 11 years.	Shelburne, N.S.	Shelburne, N.S.	Wood	b. 256	Not classed - -	(b.) Bound between L. M. M. Willett, Shelburne, N.S.
1876. 9 February	"Auxiliar," 12,368. Barque. 23 years.	Falmouth	Southwick, co. Durham.	Wood	a. 417 b. 396 c. 385	Not classed - -	W. Chellen, Feock, Cornwall.
About 26 December.	"Louisa," 69,558. Brig. 19 years.	St. Kitts - -	—	Wood	a. b. 227 c.	Not classed - -	G. Sanderson, Yarmouth, N.S.
1877. 27 January	"Grecian Bend," 61,539. Schooner. 5 years.	Shelburne, N.S.	Jordan River, N.S.	Wood	a. b. 85 c.	Not classed - -	Williams and Lock, Lockport, N.S.
9 March	"J. R. E.," 54,351. Brigantine, 10 years.	Digby, N.S.	Hillsboro', N.S.	Wood	a. b. 167 c.	Not classed - -	A. Marshall, Bear River, N.S.
14 April	"Benjamin Young," 59,432. Schooner. 4 years.	Parrsboro', N.S.	Apple River, N.S.	Wood	a. b. 121 c.	Not classed - -	B. Young, Parrsboro' N.S. -
21 September	"Harley John," 64,020. Brigantine. 5 years.	Digby, N.S.	Weymouth, N.S.	Wood	a. b. 111 c.	Not classed - -	J. D. Bellevau, Port Acadie, N.S.
23 October	"Charlotte," 42,010. Schooner. 16 years.	Digby, N.S.	Weymouth, N.S.	Wood	a. b. 71 c.	Not classed - -	H. S. Mallett, Port Gilbert, N.S.
1878. 8 January	"Blanche," 52,011. Brigantine. 13 years.	Liverpool, N.S.	Jordan River, N.S.	Wood	a. b. 220 c.	Not classed - -	J. S. Sponagle, Liverpool, N.S.
1 April	"Kedar," 50,793. Barque 14 years.	Melbourne	Quebec - -	Wood	a. 532 b. 432 c. 486	Not classed - -	H. R. Reid, Melbourne
17 May	"Belle," 59,464. Schooner. 8 years.	Lunenburg, N.S.	Lunenburg, N.S.	Wood	a. b. 108 c.	Not classed - -	D. Munro, Cape Canso, N.S.
8 October	"W. J. Nelson," 74,124. Schooner. 2 years.	Port Medway, N.S.	Port Medway, N.S.	Wood	a. b. 95 c.	Not classed - -	A. Gow & Co., Bridgewater, N.S.
12 October	"Moss Glen," 66,920. Schooner. 5 years.	St. John, N.B.	St. John, N.B.	Wood	a. b. 194 c.	Not classed - -	C. Scammell, St. John, N.B.
26 December	"La Perouse," 74,959. Schooner. 1 year.	Sydney, N.S.W.	Jervis Bay, N.S.W.	Wood	a. b. 113 c.	Not classed - -	A. Coulon, Jervis Bay, N.S.W.
1879. 5 January	"Sissiboo," 46,657. Schooner. 16 years. Rebuilt in 1877.	Weymouth, N.S.	Clare, N.S.	Wood	a. b. 174 c.	Not classed - -	Saint Clair Jones, Weymouth, N.S.
8 January	"Riverside," 52,108. Brigantine. 14 years.	Belfast - -	Gagetown, N.B.	Wood	a. b. 229 c.	B. Ver. 5/6, A 1.1, 3 years, 8.78, 8.78.	W. Hamilton, Larne, co. Antrim.
14 February	"Canada West," — Barque. 24 years.	St. John, N.B.	—	Wood	a. b. 728 c.	Not classed - -	E. Lantalum, St. John, N.B.
1 April	"Daniel Norton, junr," 54,384. Schooner. 8 years.	Digby, N.S.	Margaretville, N.S.	Wood	a. b. 127 c.	Not classed - -	A. B. Stronach, Margaretville, N.S.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Ports Abroad—continued.								
Pitch pine (170,580 superficial feet; weight not stated).	No deck load	Brunswick Ga.	Rio de Janeiro.	8	—	S.S.E. 8-	Lat. 32° 18' N., Lon. 79° 25' W., N. Atlantic.	Sprang a leak during a gale. A butt is supposed to have started.
240 logs of pitch pine, and 1,024 deals (515 tons in all).	Two large logs were stowed on the starboard side of the deck to counteract a list to port.	Pascagoula	St. Nazaire	12	—	—	Lat. 39° 37' N., Lon. 34° 37' W., N. Atlantic.	The Court of Inquiry were of opinion that the vessel was prematurely abandoned, but as the master was feebly supported by the officers and crew, his certificate was returned to him. The leak was caused by stress of weather.
Lumber	Had a deck load	Bridge-town, N.S.	Barbadoes	9 and 1 passenger.	—	N.W. 9-	Lat. 41° N., Lon. 57° 10' W., N. Atlantic.	The "Louisa" sprang a leak, and at last, being dismantled and waterlogged, and crew in an exhausted and starving condition, she was abandoned.
Lumber and fish (about 100 tons).	Had a deck load	Lockeport, N.S.	Barbadoes	6	1	W.N.W. 11-	Lat. 37° 16' N., Lon. 60° 27' W., Gulf Stream, N. Atlantic.	The "Grecian Bend" encountered a heavy gale, which threw her on her beam ends. Her decks were broken in by the force of the waves. When subsequently abandoned she was waterlogged and utterly unmanageable.
Lumber	Had a deck load	Bear River, N.S.	Barbadoes	7	—	S.S.W. 11-	Lat. 41° 53' N., Lon. 62° 28' W., N. Atlantic.	Cause of casualty, stress of weather.
Logwood (160 tons).	Had a deck load	St. Mark, Hayti.	Boston, U.S.A.	7	—	E.S.E. 12-	Lat. 32° 33' N., Lon. 74° 30' W.	Decks swept clean by a hurricane. Crew subsequently abandoned vessel.
Lumber (75 tons)	Had a deck load	Port Acadie, N.S.	Barbadoes (for orders.)	6	—	—	Lat. 28° 17' N., Lon. 57° 34' W., N. Atlantic.	The "Harley John" was dismantled and sprang a leak in a hurricane.
Timber and fish (60 tons).	Had a deck load of wood; dimensions not stated.	Port Gilbert, N.S.	Boston, Mass.	5	—	S.S.W. 5-	25 miles E. of Mount Desert Rock, near Jonesport, U.S.A.	The "Charlotte" sprang a leak in moderate weather. The leak is supposed to have been caused by the starting of a butt.
Pitch pine timber (320 tons).	Had a deck load	Pascagoula	Barbados	10 and 1 passenger.	1 (crew).	N.E. 6-	Lat. 17° N., Lon. 58° 30' W., N. Atlantic.	The "Blanche" sprang a leak in moderate weather.
Timber (600 tons)	Had a deck load	Burrard's Inlet, B. Columbia.	Melbourne	13	1	N.E. 12-	Abandoned off Kas Island, Friendly Group, S. Pacific.	The "Kedar" sprang a leak in a hurricane.
Lumber (150 tons)	Had a deck load	St. John, N.B.	Havana	7	—	—	Abandoned in Lat. 24° N., Lon. 82° 53' W., Gulf of Florida.	During a squall the masts broke, and in falling struck the vessel and started a butt, which caused her to leak so badly that she had to be abandoned.
Lumber (weight not stated).	Had a deck load	Bridge-water, N.S.	Barbados	6	1	—	Abandoned in Lat. 39° N., Lon. 63° 30' W., N. Atlantic.	This vessel capsized in a hurricane. Loss appears to have been due to stress of weather. The owner, however, states that in his opinion the vessel's loss was entirely attributable to bad management on the part of the master.
Laths (about 300 tons).	Had a deck load	St. John, N.B.	New York	7	3	N.E. 12-	Abandoned 45 miles S.E. of Cape Cod, N. Atlantic.	Lost masts, filled, and capsized during a hurricane. The owner states that the vessel was staunch and strong, and that her cargo was properly stowed.
Timber (about 120 tons).	No deck load	Clarence River, N.S.W.	Lyttelton, N.Z.	7	—	S.S.E. 4-	18 miles E. of Long Point, New South Wales.	This vessel, after being at sea a few hours, commenced to leak so badly that she had to be abandoned. As weather was fine, cause of casualty was probably defective hull.
Lignum vitæ and mahogany (235 tons).	Had a deck cargo of 10 tons.	San Domingo.	Boston	7 and 1 passenger.	—	N.W. 11-	Abandoned in Lat. 37° N., Lon. 70° W., N. Atlantic.	The "Sissiboo" encountered heavy gales, and sprang a leak.
Pitch pine (quantity not stated).	Not stated whether a deck load was carried.	St. Mary's, Georgia.	MonteVideo	7	—	—	Abandoned in Lat. 30° 27' N., Lon. 53° 9' W., N. Atlantic.	The "Riverside" encountered very bad weather, with continuous heavy seas, and was abandoned after becoming unmanageable. The water in hold was gaining on pumps, bulwarks were partially gone, and hatches broken open.
Lumber (88 tons)	Had a deck load; dimensions not stated.	St. John, N.B.	Barcelona	15	—	N.W. 12-	Abandoned in Lat. 40° 29' N., Lon. 57° 38' W., N. Atlantic.	Sprang a leak, pumps were kept going, and deck load jettisoned, but vessel became waterlogged, and was abandoned.
Lumber	Had a deck load	Digby, N.S.	Port of Spain, Trinidad.	6	—	W.N.W. 12-	Abandoned in Lat. 39° 29' N., Lon. 64° 40' W., N. Atlantic.	Vessel laboured heavily. Was struck by a heavy squall, going down over a sea, and on rising both masts were carried away, and vessel was abandoned.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
							(b.) Bound between
1879.							
15 April	"Thracian." — Barque. Unknown.	Moulmein		Wood	About 1,000	Not classed	
6 December	"Invincible." 36,754. Barque. 16 years.	Malta	Malta	Wood	a. 504 b. c.	Not classed	Fratelli Agius, Valetta, Malta.
1880.							
19 February	"Wanderer." 64,494. Brigantine. 10 years.	St. John, N.B.	Indiantown, N.B.	Wood	a. 419 b. 404 c. 373	Not classed	G. F. Smith and others, St. John, N.B.
23 July	"Kate McDougall." 69,121. Brigantine. 5 years.	Halifax, N.S.	Whycocomah, N.S.	Wood	a. 196 b. 196	Not classed	J. B. Neely, Halifax, N.S.
29 August	"S. A. Snow." 61,922. Brigantine. 9 years.	Liverpool, N.S.	Liverpool, N.S.	Wood	a. 209 b. 209	Not classed	Forsyth, Hart, & Co., Halifax, N.S.
11 September	"Maggie Blanche." 77,723. Schooner. 2 years.	Digby, N.S.	Bear River, N.S.	Wood	a. 47 b. 47	Not classed	W. K. Rice, Bear River, N.S.
2 December	"Fanchon." 66,707. Barque. 6 years.	Yarmouth, N.S.	Digby, N.S.	Wood	a. 597 b. 597	Ver. 3/3 A1.1. for 7 years from 12.79, 9.80.	J. Bingay, Yarmouth, N.S.
1881.							
16 January	"Ranger." 57,116. Barque. 14 years.	Yarmouth, N.S.	Beaver River, N.S.	Wood	a. 630 b. 630	Not classed	D. Downs, Yarmouth, N.S.
2 February	"Milo." 38,380. Brigantine. 23 years.	Arichat, C.B.	Arichat, C.B.	Wood	a. 208 b. 208	Not classed	G. Sanderson, Yarmouth, N.S.
23 September	"George S. Berry." 74,107. Brigantine. 14 years.	Halifax, N.S.	Damariscotta, U.S.A.	Wood	a. 244 b. 237	Not classed	W. J. Howard, Halifax, N.S.
21 October	"Glimpse." 70,186. Barque. 55 years.	Auckland, N.Z.	New York	Wood	a. 347 b. 335	Not classed	C. B. Stone, Auckland, N.Z.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Ports Abroad—continued.								
Teak	Not stated whether a deck load was carried.	Moulmein	Colembé	35	—	—	Abandoned in Lat. 13° 30' N., Lon. 95° 20' E., Bay of Bengal.	A Naval Court found that this vessel was waterlogged and unmanageable, and that the master was justified in abandoning her when he did.
Pitch pine (500 tons).	Had a deck load; dimensions not stated.	Pensacola	Marseilles	12	—	Heavy seas and strong wind from N.E.	Lat. 31° 42' N., Lon. 43° 05' W., N. Atlantic.	Sprang a leak, which gained on pumps, and was abandoned with 16 feet of water in hold.
Deals (173 standards) placed over 75 tons of stone ballast stowed on each side of the keelson and levelled off.	Had a deck load of about 19 standards of deals, stowed in 11 tiers, reaching to 33 ins. in height, not quite up to the rail. It was secured by four spars lashed across the top and secured at each end down to the rail and ship's side, and the aftermost one was also secured by two lashings to ringbolts amidships. Above this again five spare spars 50 ft. long and 11 to 12 in. in diameter were placed, secured to the dead eyes of the fore and main rigging, and by cross lashings to one another, and shored off from the deck house.	St. John, N.B. (Sailed on 29 Jan. 1880.)	Barcelona	10	—	Wind, S.W. Force, 12. Heavy seas.	Abandoned in about Lat. 43° N., Lon. 33° W., N. Atlantic.	Lost sails, &c., and was struck by a heavy sea, which carried away forward house, part of deck load, and threw vessel on her beam ends. The lanyards of the fore-topmast backstays were cut when the fore-topmast went, carrying with it the head of the foremast and all gear attached, and vessel righted. It was then found that the ship was full of water, the fresh water in the tank useless, and provisions nearly all lost. Four days afterwards the vessel was abandoned. The Court of Inquiry found that on leaving St. John the ship was in good and seaworthy condition, and that the cargo appeared to have been properly stowed. They found that the loss of the "Wanderer" was owing to the "perils of the sea," and that the master was justified in abandoning her. The deck load according to the Government certificate was within the prescribed limits, but the Court were not satisfied that it was as well secured as it would have been had all the cross spars been fastened to ring bolts in the centre.
Lumber (230 tons)	Had a deck load; dimensions not stated.	Halifax, N.S.	Barbadoes	8	—	Wind, S. to S.W. Force, 10. Heavy cross seas.	Lat. 39° 50' N., Lon. 60° 30' W., N. Atlantic.	Vessel encountered a squall which parted all her head gear and weather rigging, and jumped the cremast out. She was subsequently abandoned.
Lumber, boards, and planks.	Had a deck load; dimensions not stated.	Bridgeport, N.S.	Havana	8	—	Wind, E. to N.E. Force, 12. Very high seas.	Lat. 27° 25' N., Lon. 69° 54' W., N. Atlantic.	During a hurricane the "S. A. Snow" was dismasted and sprang a leak, which could not be kept under, the pumps having been broken by the deck load washing about. When abandoned she was water-logged and sinking rapidly.
Lumber and potatoes (45 tons).	Had a deck load	Digby, N.S.	Barbadoes	4 and 1 passenger.	3 (crew)	Wind, N.N.E. Force, 11. Heavy cross sea.	N.E. of George's Banks, N. Atlantic.	Capsized, owing to the cargo shifting.
Staves (quantity not stated).	No deck load. The staves were stowed edgewise fore and aft, and the hatches were fastened with bars of iron covered with a tarpaulin.	Charleston, U.S.A. (Sailed on 16 Nov. 1880.)	Cette	12	—	Wind, S.W. Force, 7. Heavy seas.	Lat. 41° 30' N., Lon. 38° W., N. Atlantic.	The "Fanchon" shipped two excessively heavy seas, which caused so much damage that she became water-logged. The Court of Inquiry found that the vessel was in a good and seaworthy condition, and not overladen, and they attributed her loss to the heavy seas.
Timber	Had a deck load	Doboy	Amsterdam	12	—	Wind, S.S.E. to E. Force, 12. Heavy seas.	Lat. 35° 44' N., Lon. 41° 58' W., N. Atlantic.	On the 3rd of January the vessel was struck by a heavy sea, which smashed boats, carried away bulwarks, and disabled the pumps. She was at the mercy of the waves until the 16th, on which day she was abandoned full of water.
Lumber (350 tons)	Had a deck load; dimensions not stated.	Yarmouth, N.S. (Sailed on 20 Jan. 1881.)	Antigua	7 and 1 passenger.	—	Wind, N. Force, 10. Heavy seas.	Lat. 36° N., Lon. 57° W., N. Atlantic.	Sprang a leak during a gale, and, becoming waterlogged, had to be abandoned.
Lumber (about 300 tons).	Had a deck load; dimensions not stated.	St. John, N.B.	Barbadoes	7 and 2 passengers.	—	Wind, N.E. Force, 4. Heavy sea.	Lat. 31° 27' N., Lon. 58° 30' W., N. Atlantic.	Sprang a leak, and was abandoned waterlogged. Cause of leak unknown.
Timber (about 500 tons).	Had a deck load; dimensions not stated.	Burrard Inlet, B.C.	Melbourne	10 and 1 passenger.	3 (crew).	Wind, S.E. Force, 10. Heavy seas.	240 miles N.E. by E. of Cape Howe, Victoria, N. Pacific.	The Marine Board of New South Wales found that the abandonment was due to the vessel, during a heavy gale, having been struck by a sea, which burst her port bow in, and caused her to take in quantities of water.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1881.							(b.) Bound between
31 October	"George Bell." 66,719. Ship. 7 years.	Yarmouth, N.S.	Grosbeque, N.S.	Wood	a. 1,177 b. 1,137	B. Ver. 3/3, G.I.I. for 11 years from 8.74, 5.80.	G. H. Lovitt, Yarmouth, N.S.
1882.							
12 March	"Kate." 61,512. Barque. 13 years.	Shelburne, N.S.	Shelburne, N.S.	Wood	a. 647 b. 647	B. Ver. 3/3. G.I.I. for 5 years from 10.77. 7.78.	L. M. M. Willet, Shelburne, N.S.
28 August	"Westmoreland." 66,919. Brigantine. 9 years.	St. John, N.B.	Sackville, N.B.	Wood	a. 228 b. 213 c. 186	Not classed - -	F. Tufts, St. John, N.B. -
1883.							
9 January	"Java." 77,806. Schooner. 5 years.	Lunenburg, N.S.	Lunenburg, N.S.	Wood	a. 178 b. 178	Not classed - -	J. W. Edgett, New York -
- February	"Teal." 64,593. Schooner. 11 years.	St. John, N.B.	St. John, N.B.	Wood	a. 154 b. 147	Not classed - -	F. S. Bonnell, St. John, N.B.
15 December	"Evergreen." 59,234. Schooner. 14 years.	St. Andrew's, N.B.	St. Martin's, N.B.	Wood	a. 106 b. 106	Not classed - -	T. A. Boyd, Boston, Mass. -
17 December	"Annie." 72,612. Brigantine. 8 years.	Maitland, N.S.	Maitland, N.S.	Wood	a. 212 b. 203	Not classed - -	Black Brothers & Co., Halifax, N.S.
-	"Colonist." 4,599. Barque. 39 years.	Liverpool	St. John, N.B.	Wood	a. 752 b. 752	Not classed - -	"Colonist" Ship Co., Lim., Liverpool.
1884.							
5 April	"Wawbeck." 80,944. Schooner. 4 years.	Chatham, N.B.	New Brunswick	Wood	a. 163 b. 145 c. 136	a. Ll. 10 A. b. 11.80 -	Troop and McLaughlan, St. John, N.B.
1885.							
5 June	"Dowlut Pussa." Bagla. Age unknown.	British India. (Not registered).	-	Wood	a. - b. 69 c. -	Not classed - -	-
14 October	"Albula." 64,641. Ship. 13 years.	St. John, N.B.	St. John, N.B.	Wood	a. 1,357 b. 1,316 c. -	a. B. Ver. 3/3 L. 1.1 for 8 years from 10.83. b. 8.84.	E. F. and W. Roberts, Liverpool.

SHIPS—FOUNDERED—continued

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.	
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To						
Ports abroad—continued.									
Timber and deals (quantity not stated).	Had a deck cargo of deals all over the main deck. The master says the load was about 6 ft. high; the mate that it was about 5 ft. high, and that there was some in the poop; and the carpenter that it was 7 ft. 3 in. high.	Quebec - (Sailed on 4 Oct. 1891.)	Antwerp -	17	—	Wind, Force, Very sea.	S.W. 10. high	Lat. 44° 30' N., Lon. 25° W., N. Atlantic.	This vessel became waterlogged, having encountered a succession of heavy gales. Her deck load broke adrift, and part was washed away and part jettisoned. Vessel was abandoned, breaking up. The carpenter charged the master with negligence in not plugging certain holes in the deck before shipping the deck load, and with imprudence in carrying an excessive deck cargo. Inquiry ordered, but abandoned.
Pitch pine (1,000 tons).	Had a deck load of 14,000 ft. of pitch pine.	Pensacola	Monte Video.	10	—	Wind —, Force, 9. Rough seas.		Lat. 31° 1' N., Lon. 79° 29' W., N. Atlantic.	The "Kate" touched on the bar when sailing, but was not injured. She afterwards met with very heavy weather, sprang a leak, and was abandoned unmanageable and waterlogged. The shipwright who repaired the vessel at Pensacola stated that she was not seaworthy when she sailed. This statement was supported by the late second mate, who left the vessel because he was not satisfied with her condition.
Lumber (quantity not stated).	Had a deck load; dimensions not stated.	St. John, N.B.	Port Natal, Africa.	8	—	Wind, Force, Heavy cross sea.	W. 12.	Lat. 36° 35' N., Lon. 66° 40' W., N. Atlantic.	This vessel was dismantled, and became waterlogged during a hurricane, and was abandoned.
Lumber (about 250 tons).	Had a deck load; dimensions not stated.	Pensacola	Havana -	7	—	Wind, Stormy, heavy sea.	S.W.	15 miles N.E. of Havana.	Sprang a leak in stormy weather, became waterlogged, and was abandoned.
Piling (quantity not stated, but reported to have had several tiers less than usual).	Had a deck load -	St. John, N.B.	New York, U.S.A.	6	6	—		15 miles N.E. of Boone Island, Maine, N. Atlantic.	Passed capsized; crew all lost. Vessel is stated to have been in a good condition and well found. Cause of loss unknown.
Lumber - -	Not stated whether a deck load was carried.	St. John, N.B.	Boston, Mass.	Unknown, say 5.	1	—		Off Shoudic Island, Maine, U.S.A.	Sprang a leak and capsized. No further details.
Lumber (about 250 tons).	Vessel had a deck load of 32,867 ft. about 3 ft. high, extending from the forecabin to the break of the raised quarter deck, a space being left in the fore hatch to get down to the chain locker. The Court of Inquiry found the deck load was not too heavy, that it was in accordance with Canadian rules, and that vessel had carried heavier deck loads on the two previous voyages.	Montreal - (Sailed on 25 Oct. 1883.)	Buenos Ayres.	9	—	Wind, Force, 9.	S.W.	Lat. 4° 34' N., Lon. 58° 9' W., N. Atlantic.	This vessel became leaky, and was abandoned waterlogged. The Court of Inquiry found that there was a hole in her port bow which might and should have been plugged, and had that been done the ship in all probability might have been saved. The master's certificate being a Canadian certificate of service, the Court could not deal with it. The master was subsequently tried at the City Sessions, Liverpool, found guilty, and sentenced to three months' imprisonment for not plugging the hole in the vessel.
Pitch pine timber (about 1,000 tons).	Had a deck load -	Sapelo, Ga. (Sailed on 20 July 1883.)	Antwerp -	16	16	—		Supposed to have capsized in the N. Atlantic.	This vessel's hull drifted ashore at Noirmoutiers, France, on 5th December 1883.
Lumber (250 tons)	Had a deck load, dimensions not stated.	St. John, N.B.	Ponce, P.R.	6	—	W.N.W. 11 -		Lat. 39° 35' N., Lon. 63° 38' W., N. Atlantic.	Experienced heavy weather, during which deck load shifted, fouled pumps, and thereby prevented crew using them. Crew were engaged jettisoning deck load to relieve vessel and free pumps until she filled and settled down with water 2 feet over deck. All hands then being taken off by a passing vessel.
Ebony and shells (quantity not stated).	Not stated whether a deck load was carried.	Zanzibar -	Bombay -	8 and 5 passengers.	—	— 12		Lat. 16° 37' N., Lon. 67° 33' E., Arabian Sea.	A Court of Inquiry found that the crew did all they could to save the vessel, and that her loss was due to the cyclone. They were of opinion that she should have had proper pumps.
Lumber (quantity not stated).	Had a deck cargo about 4 ft. 6 ins. average height. There were about 7,000 ft. on deck. It was properly lashed and secured, the master possessing a certificate to that effect.	Burrard Inlet, B.C.	Shanghai -	22	10	S 12		Lat. 27° 50' N., Lon. 133° 40' E., N. Pacific.	The "Albula" was caught in a cyclone and capsized. The San Francisco Consul did not hold a Naval Court, as he was of opinion that the vessel was seaworthy and properly laden.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(b.) Bound between							
1886.							
8 March	"Maggie," 59,467. Brigantine. 16 years.	Lunenburg, N.S.	Nova Scotia	Wood	a. 179 b. 174 c. —	Not classed	W. H. Bean, Boston, Mass.
12 May	"Ironsides," 80,742. Barque. 24 years.	Quebec	Maine, U.S.A.	Wood	a. 511 b. 511 c. —	Not classed	C. T. Maguire, Quebec
27 August	"Sarah," 72,468. Cutter. 13 years.	Fremantle, W.A.	Fremantle, W.A.	Wood	a. 26 b. 26 c. —	Not classed	J. de M. Absolom, Perth, W.A.
26 September	"C. M. Davis," 46,214. Barque. 22 years.	Montreal	Freeport, U.S.A.	Wood	a. 1,023 b. 1,023 c. —	Not classed	H. McC. Grierson, Leith
1887.							
2 April	"Arianna," 64,582. Schooner. 15 years.	St. John, N.B.	Portland, N.B.	Wood	a. 168 b. 163 c. —	Not classed	R. C. Elkin, St. John, N.B.
26 July	"Arthur," 77,664. Brig. 9 years.	Charlottetown, P.E.I.	Prince Edward Island.	Wood	a. — b. 210 c. —	Not classed	E. A. Armstrong, Port Medway, N.S.
21 August	"Dido," 85,693. Schooner. 5 years.	Lunenburg, N.S.	Summerside, P.E.I.	Wood	a. 120 b. 120 c. —	Not classed	L. L. Fraser, St. Ann's Bay, Jamaica.
26 August	"Akbar," 58,080. Barque. 18 years.	Shoreham	Shoreham	Wood	a. 416 b. 397 c. 396	Not classed	T. F. Gates, Shoreham
1 September	"W. H. Lattimer," 71,365. Brigantine. 12 years.	St. John's, N.F.L.	Port Medway, N.S.	Wood	a. 194 b. 186 c. —	a. B. Ver. 5/6, G.I.1 for 4 years from 7.84. b. 2.87.	— Monroe, St. John's, N.F.L.
11 September	"Zerelde," 85,782. Brigantine. 4 years.	Charlottetown, P.E.I.	Prince Edward Island.	Wood	a. 325 b. 299 c. 279	a. LL 9 A 1. b. 1.84	G. Peake, Charlottetown, P.E.I.
12 September	"Billy Simpson," 66,499. Barque. 15 years.	Windsor, N.S.	Horton, N.S.	Wood	a. 432 b. 432 c. —	Not classed	J. B. North, Windsor, N.S.
3 December	"Jura," 69,181. Brigantine. 14 years.	Lunenburg, N.S.	La Have, N.S.	Wood	a. 361 b. 348 c. —	Not classed	J. B. McClearn, Liverpool, N.S.
6 December	"Caribbean," 75,423. Brigantine. 10 years.	Annapolis, N.S.	Alma, N.B.	Wood	a. 180 b. 173 c. —	Not classed	J. Hall, Granville, N.S.
—	"Nancy Holt," 69,333. Barquentine. 13 years.	Liverpool	Sunderland	Wood	a. 338 b. 319 c. 288	a. LL 12, A, 1. b. 9.87	S. Crosbie, Belfast
1888.							
2 February	"Proteus," Brig. 32 years	Provisionally registered at Yarmouth, N.S.	—	Wood	a. — b. 287 c. —	Not classed	J. W. Holmes, Yarmouth, N.S.
29 May	"Staffa," 37,094. Barque. 28 years.	Liverpool	Quebec	Wood	a. 942 b. 921 c. 847	a. B. Ver. 5/6. *A. 2.1. for 4 years from 10.86. b. 10.86.	A. Gibson, Liverpool
30 May	"Harriet Campbell," 64,036. Barque. 16 years.	Weymouth, N.S.	Weymouth, N.S.	Wood	a. — b. 649 c. —	a. B. Ver. 3/3, L. 1.1. for 3 years from 11.87. b. 6.88.	—

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Ports Abroad—continued.								
Logwood (205 tons).	Had a deck load, dimensions not stated.	Port-au-Prince (Hayti).	Boston (Mass.).	7	—	N.W. 9	Lat. 40° N., Lon. 67° 40' W., N. Atlantic.	This vessel met with heavy weather, strained and leaked badly, and was abandoned in a helpless condition, everything moveable being swept overboard.
Pitch pine (quantity not stated).	No deck load	Fernandina (Florida).	Buenos Ayres.	10	—	S.W. 10	Lat. 31° 30' S., Lon. 47° 56' W., S. Atlantic.	Vessel lost rudder during a severe gale, sprang a heavy leak, and had to be abandoned.
Timber (quantity not stated).	Not stated whether a deck load was carried.	Singapore (in tow).	Western Australia.	—	—	—	About 100 miles from King's Sound, W. A., Indian Ocean.	This vessel is stated to have been full of timber. She was being used as a barge, and was in tow, but on account of the heavy sea she had to be cut away.
Lumber (about 1,400 tons).	Had a deck load; quantity not stated; stowed on the main deck from the break of the forecandle to the trunk-house aft. It did not break adrift, but was all thrown overboard some time before ship was abandoned.	Chatham, N.B. (Sailed on 11th Sept. 1886.)	Bordeaux	15	—	S.S.W. 11	Lat. 44° 30' N., Lon. 43° 20' W., N. Atlantic.	Vessel sprang a leak during a gale. Pumps were kept going for four days, when they became choked. She then became waterlogged and the crew were forced to abandon her. Master says deck load did not in any way contribute to the loss of the vessel.
Lumber (200 tons)	Had a deck load	St. John, N.B. (Sailed on 29th Mar. 1887.)	New York	6	—	N.E. 11	30 miles S. of Portland, Me., N. Atlantic.	Heavy seas continually boarded this vessel, washing away deck load and everything on deck. Masts and rigging were cut away, but without avail, as vessel was completely broken up by the seas.
Lumber (about 300 tons).	Had a deck load	Ship Island, U.S.A. (Sailed on 15th July 1887.)	Las Palmas, Canary Islands.	7	—	S.E. 12	About 25 miles S.E. of Tortugas Light, Strait of Florida.	Vessel met with a gale and was thrown on her beam ends. Spars were cut away, and when she righted, the water was level with the deck.
Logwood (136 tons)	Vessel had a deck load of about 30 tons, but about 15 tons had rolled into the sea, or been thrown overboard before she capsized.	St. Ann's Bay, Jamaica. (Sailed on 6th Aug. 1887.)	New York	6	—	S.E. 12	Lat. 37° 20' N., Lon. 43° 20' W., N. Atlantic.	This vessel met with a hurricane, had sails blown away and part of deck load jettisoned. She was also thrown on her beam ends, and was subsequently abandoned completely waterlogged.
Pitch pine boards (530 tons).	No deck cargo	Pascagoula, U.S.A.	Bordeaux	9	—	— 12	Lat. 32° N., Lon. 78° W., N. Atlantic.	This vessel was abandoned waterlogged on the 26th August. A hurricane had come on two days before, causing her to strain and make water.
Pitch pine timber	Had a deck load	Fernandina, Florida.	Georgetown, Demerara.	8	—	E.N.E. 12	Lat. 28° 20' N., Lon. 54° 40' W., N. Atlantic.	Vessel was dismasted and abandoned during a hurricane.
Timber, quantity unknown.	Had a deck load	Fernandina, Florida.	Demerara	10	—	— 12	Lat. 27° N., Lon. 54° W., N. Atlantic.	Vessel encountered a hurricane, lost both masts and rudder, leaked very badly, and was ultimately abandoned.
Timber, about 400 tons.	No deck load	Sandakakan, Borneo.	Tientsing, China.	13	—	Typhoon	Lat. 21° 10' N., Lon. 118° 30' E., China Sea.	Abandoned, dismasted and waterlogged.
Lumber and fish. Quantity not stated.	Had a deck load, dimensions not stated.	Bridge-water, N.S.	Funchal, Madeira.	8	—	S.E. 10	Lat. 35° 21' N., Lon. 41° 59' W., N. Atlantic.	Vessel lost her rudder during a gale, sprung a leak, and was abandoned waterlogged.
Lumber and potatoes. Quantity not stated.	Had a deck load, dimensions not stated.	Annapolis, N.S.	Demerara	7	—	N.E. 12	Lat. 30° 15' N., Lon. 62° 36' W., N. Atlantic.	Dismasted during a hurricane, and abandoned.
Lumber	No deck load	Eureka, California.	Melbourne	8 and 1 passenger.	9 (8 crew and 1 passenger).	—	S. Pacific	This vessel was passed dismasted and abandoned on the 30th July and the 10th October 1887.
Lumber, 250,400 ft.	Not stated whether a deck load was carried.	Portland, Me. (Sailed on 18th Jan. 1889.)	Rosario	8	—	S.W. Maximum force, 10.	Lat. 35° 40' N., Lon. 60° 40' W., N. Atlantic.	During a strong breeze with head sea this vessel sprang a leak, which increased as the weather got worse. She was ultimately abandoned with decks broken up, butt ends of planks and bolts started, &c.
Timber and deals, 636,275 super. ft. under deck and 41,206 super. ft. on deck.	Had a deck load of pitch pine and scantlings.	Pensacola (Sailed on 7th Mar. 1889.)	Buenos Ayres.	16	—	W.S.W. 12	Lat. 34° 15' N., Lon. 50° 35' W., N. Atlantic.	The "Staffa" encountered a hurricane and became leaky. Deck load broke adrift and disabled the pumps. Vessel was eventually abandoned in a helpless condition, with main decks broken up, &c.
Lumber and pickets (quantity not stated).	No deck load	Mobile	Buenos Ayres.	10	—	Hurricane	Lat. 31° S., Lon. 45° W., S. Atlantic.	Became leaky in bad weather, and was abandoned with 16 ft. of water in her. The master of the vessel which rescued the crew thinks the "Harriet Campbell" must have been in a very unseaworthy condition, as she showed signs of heavy strains, her butts were started, &c.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(b.) Bound between							
1889. 19 September	"J. L. Cotter." 64,627. Schooner. 7 years.	St. John, N.B. -	Portland, N.B. -	Wood	a. 139 b. c.	Not classed - -	H. Finnegan, St. John, N.B.
23 October	"Busiris." 66,970. Schooner. 15 years.	St. John, N.B. -	—	Wood	a. 248 b. c.	Not classed - -	J. D. Seely, St. John, N.B. -
(c.) IN UNITED KINGDOM							
1873. 31 July	"James and Mary." 10,321 Trow. 17 years.	Bristol - -	Bristol - -	Wood	a. 62 b. c.	Not classed - -	F. J. Hurd, Bristol - -
1875. 22 February	"Westcroft." 43,677. Trow. 12 years.	Gloucester -	—	Wood	b. 32	Not classed - -	J. Harris, Droitwich -
1877. 8 September	"Alpha." 22,184. Spritsail Barge. 19 years.	Ipswich - -	Ipswich - -	Wood	a. 66 b. c.	Not classed - -	J. R. Bayley, Ipswich -
1881. 15 May	"Joseph." 4,292. Spritsail Barge. 68 years.	London - -	Aylesford -	Wood	a. 31 b. 31	Not classed - -	C. J. Hartnoll, London -
1882. 6 November	"Sunbeam." Schooner. 10 years.	Not registered -	—	Iron	b. 24	Not classed - -	W. Watson, Greenock -
1883. 13 December	"Maid of Kent." 11,222. Schooner. 34 years.	London - -	Maidstone -	Wood	a. 91 b. 91	Not classed - -	J. Jones, Chatham - -
1884. 4 August	No name. Hooker. 5 years.	Not registered -	—	Wood	a. 5 b. c.	Not classed - -	B. Keaney, Carna, co. Galway.
1886. 20 January	"Sarah." Barge. 19 years.	Not registered -	—	Wood	a. 43 b. c.	Not classed - -	W. Westlake, Swansea -
30 September	"Mary." Hooker. Unknown.	Not registered -	—	Wood	a. 10 b. c.	Not classed - -	T. Gannon, Lettermore, co. Galway.
26 December	"Richard and Emily." Ketch. 24 years. 27,824.	Bridgwater -	Lewes (Sussex)	Wood	a. 85 b. 74 c.	Not classed - -	R. A. Dykes, Bath - -
1888. 10 July	"Enterprise." 27,405. Ketch. 11 years.	Southampton -	Northam (South- ampton).	Wood	a. 72 b. 72 c.	Not classed - -	C. Pudney, Bosham, Sussex

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Ports Abroad—continued.								
Laths - -	Had a deck load, dimensions not stated.	St. John, N.B.	New York	5 and 1 passenger.	2 (1 crew, 1 passenger).	S.S.E. 10 -	N. Atlantic, 70 m. S.E. of Matinicus Isld., U.S.A.	In bad weather, vessel lost all sails, &c., leaked badly, became full of water and capsized.
Pitch pine lumber (400 tons).	Had a deck load -	St. Mary's, Georgia (Sailed on 11th Oct. 1889.)	St. John, N.B.	7	—	E.N.E. 12 -	N. Atlantic, 30 m. E.N.E. of Curriabuck Light, N. Carolina.	This vessel became leaky and waterlogged in a storm and capsized, but righted after rolling out her main and mizen masts, and subsequently drifted ashore.
COASTING TRADE.								
Elm timber (86 tons).	Not stated whether a deck load was carried.	Bristol	Milford	5	—	Squally. Wind at force 6.	About 2 miles W. of the Nash Lights, Bristol Channel.	The Court of Inquiry were of opinion that the "James and Mary" was not in a safe and efficient state when she left Bristol. The master was not considered responsible for the loss.
Pitch pine and deals (quantity not stated).	Had a deck load. Cargo was stowed fore and aft, the portion above the beams being secured by chains.	Bristol	Worcester	4	—	E. 4 - -	Near the tail of the Stones, R. Avon.	The deck load shifted, causing the "Westcroft" to lay over, and as she could not right herself she was abandoned. Loss apparently due to deck cargo not being properly secured.
Oak timber (about 112 tons).	Had a deck load, secured by chains passing over the whole, and fastened to the sides of ship. Owner states that oak timber, being long and crooked, causes a great deal of "broken stowage."	Poole	Whitby	3	—	N.E. 6 -	Off Dungeness, English Channel.	This vessel sprang a leak, and afterwards became unmanageable and capsized. The master stated on oath that her hull was in a bad condition, and that when she left Poole she required pumping twice in 24 hours.
Bavins (3,000).	Had a deck load -	Leigh, Essex.	Bromley-by-Bow.	2	—	Wind, S.S.W. Force, 7. High sea.	Off Southend Pier, entrance to River Thames.	Heavy seas fell on board, filling the vessel and sinking her.
Round timber (46 tons).	No deck load -	Toward, Argyllshire.	Greenock	2	1	Wind, W. Force, 4.	Off Dunoon, Argyllshire.	This vessel suddenly foundered in fine weather. Cause unknown.
Teak planks and old chains (90 tons).	Not stated whether a deck load was carried.	Sheerness	Sunderland	3	—	Wind, W.N.W. Force, 10. Heavy seas.	On the Dogger Bank, North Sea.	This vessel lost sails and became leaky during a gale. The leak could not be kept under, and she was abandoned in a sinking condition.
Empty boxes (10 cwt).	No deck load -	Galway	Carna, co. Galway.	2	—	W. 9 - -	3 miles S.W. of Mutton Island Light-house, co. Galway.	The hooker, which was in part undecked, was struck by a sudden squall on the weather beam, which forced the lee rail under water and nearly filled the hold before the press of sail could be taken off her, thus bringing the vessel so low in the water that the high sea caused by the squall pooped and eventually filled her, when she foundered. Crew were saved by the hooker "St. Bridget."
Staves (about 25 tons).	No deck load -	Liverpool (in tow)	Swansea	2	—	—	Cardigan Bay	This barge was in tow of a tug, but on account of the short chopping sea the tow rope parted, and she drifted off. She is also reported to have sprung a leak and filled with water. Four days later she was found waterlogged, and an attempt was made to get her to port, but without success.
Boards and spars (½ ton).	Not stated whether a deck load was carried.	Kilkerrin, co. Galway	Lettermore, co. Galway.	2 and 1 passenger.	—	N.W. 9 -	Kilkerrin Bay, co. Galway.	Struck by a squall and capsized.
Round green elm (100 tons).	About 85 tons were put into the hold compactly wedged together. The main hatchway was filled up above the comings in the centre, so that the cross pieces could not be placed, nor the hatches put on. On deck there were about 15 tons stowed on each side of the main hatch, to a height of about two feet.	Highbridge	Swansea	4	—	W.N.W. 10 -	Off the Nash Point Light, Bristol Channel.	The Court found that the most probable cause of the vessel making water and foundering, was labouring and straining in an exceptionally heavy gale. The cargo did not get adrift, and was properly stowed and secured, with the exception of that portion which was in the hatchway, that being stowed too much above the comings, so that the hatchboards could not be put in their places.
Oak trees (quantity not stated).	Had a deck load, stated to be a "fairly good stack," but dimensions not given (master attended to the loading himself). Owner says there was a plenty of good chains for securing the deck load.	Becoles	The Tyne	4	4	N. 7 - -	About 1½ miles N. of Flamborough Head.	This vessel was seen to capsized. The master of the "Elizabeth" is stated to have had great experience in the timber trade. The vessel had been very strongly built to carry timber, and was quite tight.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(d.) IN FOREIGN AND COLONIAL							
1873. 7 January	"Margaret." 36,715. Cutter. 12 years.	Auckland, N.Z.	Auckland, N.Z.	Wood	a. 22 b. c.	Not classed	W. Black, Mahia, N.Z.
28 March	"Terrigal Jack." 58,539. Ketch. 3 years.	Sydney, N.S.W.	Terrigal, N.S.W.	Wood	a. 23 b. c.	Not classed	J. Blair, Sydney, N.S.W.
25 June	"Alma." 40,952. Cutter. 8 years.	Brisbane	Brisbane	Wood	a. 19 b. c.	Not classed	J. Smith, Brisbane
21 September	"Marie Louise." 33,270. Schooner. 17 years.	Quebec	Malbay	Wood	a. 56 b. c.	Not classed	R. R. Call and W. Park, Newcastle, N.B.
1874. 4 May	"Coostamoody." Brig. Unknown.	Not registered	—	Wood	b. 160	Not classed	Amasaya Agapachetty, Madras.
21 August	"Excelsior." 51,776. Schooner. 9 years.	Barbados	Liverpool, N.S.	Wood	b. 61	Not classed	C. E. Y. Cronch
1875. 26 April	"Alabama." 30,614. Ship. 17 years.	Bombay	Kennebunk, U.S.A.	Wood	b. 949	Not classed	Chubildaso Lulloobhoy
30 July	"Marie Beatrice." 52,463. Schooner. 10 years.	Quebec	St. Genevieve de Batiscan.	Wood	b. 118	Not classed	V. Roberge, Levis, Canada
1876. 24 January	"Emporium." 40,597. Schooner. 30 years.	Castries, St. Lucia.	East Boston, U.S.A.	Wood	b. 48	Not classed	P. P. Pajol, St. Lucia
16 July	"Flirt." 51,588. Schooner. 3 years.	Sydney, N.S.W.	Stockton, N.S.W.	Wood	a. 34 b. c.	Not classed	J. Kemp, Sydney, N.S.W.
4 August	"Clematis." 57,529. Ketch. 4 years.	Auckland, N.Z.	Tasmania	Wood	a. 67 b. c.	Not classed	R. Cashmore and W. Robinson, Auckland, N.Z.
12 November	"Yan-Gan." Kattoo. 3 years.	Tavoy	—	Unknown.	a. 83 b. c.	Not classed	Moun Shoay Een, Tavoy
1877. 28 January	"Ripple." 32,241. Cutter. 14 years.	Hobart Town, Tasmania.	Tasmania	Wood	a. 15 b. c.	Not classed	S. Bendall, Hobart Town
1878. 28 February	"Octaroon." 52,357. Schooner. 13 years.	Sydney, N.S.W.	Brisbane Water, N.S.W.	Wood	a. 52 b. c.	Not classed	J. Roddam, Sydney, N.S.W.
6 April	"Martha and Jane." 59,568. Schooner. 9 years.	Melbourne	Tasmania	Wood	a. 86 b. c.	Not classed	A. Logan, Torquay, Tasmania
1879. 25 October	"Medora." 52,291. Schooner. 14 years.	St. John's, Newfoundland.	Chance Harbor, Newfoundland.	Wood	a. 23 b. c.	Not classed	T. H. Ridley, Harbor Grace
17 November	"Lillian." 52,371. Ketch. 14 years.	Sydney, N.S.W.	Balmain, N.S.W.	Wood	a. 33 b. c.	Not classed	S. Dixon, Sydney
— November	"Olive." 78,056. Schooner. 2 years.	Launceston, Tas.	Ilfracombe, Tas.	Wood	a. 17 b. c.	Not classed	F. G. Bowen, Ilfracombe; W. Tamar, Tasmania.
1880. 12 March	"Myall." 38,701. Schooner. 15 years.	Sydney, N.S.W.	Myall River, N.S.W.	Wood	a. 38 b. 38	Not classed	A. M. Howland, Sydney, N.S.W.
9 May	"Sea Bird." 70,804. Ketch. 5 years.	Newcastle, N.S.W.	Lake Macquarie, N.S.W.	Wood	a. 23 b. 23	Not classed	W. & T. Tobin, Corrabong, N.S.W.
21 November	"Khudabux." 21 years	British India (not registered).	—	Wood	b. 239	Not classed	—
1881. 30 January	"Mountain Maid." 73,518. Cutter. 5 years.	Launceston, Tasmania.	R. Tamar, Tasmania.	Wood	b. 11	Not classed	Mrs. S. Kerrison, Gravelly Reach, Tasmania.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
LOCAL TRADES.								
Timber, biscuits, and empty casks.	Had a deck load; dimensions not stated.	Mercury Bay, N.Z.	Mahia, N.Z.	4	2	N.N.E. 10 -	15 miles N. of Toloa Bay, E. coast of New Zealand.	The "Margaret" capsized in a gale.
Timber (30 tons) -	No deck load -	Cape Hawke.	Sydney -	3	-	S. 6 - -	8 miles from Sugar Loaf Point, New South Wales.	Shipped heavy seas, and the water finding its way down the companion, the vessel sank. The Sydney Marine Board exonerated the master from blame.
Timber (26 tons) -	Had a deck cargo	Maryborough, Queensland.	Cleveland Bay, Queensland.	2	-	S.E. 9 - -	Near Hixon's Island, Percy Islands, Queensland.	The "Alma" broached to in a gale, her deck cargo shifted, and she filled and capsized. Loss stated to be due to bad seamanship, and shifting of deck cargo.
Deals and refuse -	Had a deck load; dimensions not stated.	Newcastle, N.B.	Pictou, N.S.	4	-	W. 5 - -	Cocagne Bar, Kent Co., N.B.	Vessel had sprung a leak when leaving harbour, and as it increased she was put for Cocagne. She, however, became waterlogged and unmanageable, and sank on the bar when about to enter.
Teak timber -	Not stated whether a deck load was carried.	Moulmien	Madras -	23	-	-	Bay of Bengal	Vessel met with very bad weather and sprang a leak.
Wood - -	No deck load -	Trinidad -	Barbados -	7 and 20 passengers.	-	N.E. 4 - -	Lat. 12° 2' N., lon. 62° 52' W., N. Atlantic.	The "Excelsior's" decks were torn out by the fall of the mast caused by bad rigging. When abandoned she was full of water.
Teak timber (quantity not stated).	Not stated whether a deck load was carried.	Moulmein	Calcutta -	41	1	- - 10 -	Bay of Bengal	The "Alabama" met with a heavy gale and became waterlogged.
Firewood - -	Had a deck load; dimensions not stated.	La Baleine	Quebec -	5	-	W.N.W. 11 -	6 miles off Point des Monts, Canada.	The loss of the "Marie Beatrice" was attributed to stress of weather.
Wood (about 30 tons).	Had a deck load; dimensions not stated.	Gros Islet, St. Lucia.	Barbados -	7 and 10 passengers.	5 (passengers).	N.E. 5 - -	Between St. Lucia and Martinique.	The "Emporium" is said to have been unseaworthy and overladen.
Timber (50 tons) -	No deck load -	Camden Haven, W.A.	Sydney, N.S.W.	4	-	S.E. 12 -	Seal Rock Bay, N.S.W.	The loss of this vessel is attributed to stress of weather. The Marine Board of New South Wales decided that no evidence had been adduced on which to found a charge against the master.
Timber - -	Had a small deck load.	Auckland, N.Z.	Timaru, N.Z.	6 and 1 passenger.	7 (6 crew and 1 passenger).	- 9 - -	Off Bank's Peninsula, N.Z.	The "Clematis" is supposed to have capsized. No evidence is obtainable as to cause.
Planks and candles and some silver plate.	No deck load -	Cheduba -	Akyab -	18	-	E. 12 - -	Midway between Cheduba and Laidong Bay of Bengal.	The "Yan-Gan" foundered during a hurricane.
Pine wood - -	Had a deck load; dimensions not stated.	Port Davey	Hobart Town.	3	-	S. - - -	About 6 miles W.N.W. of S.W. Cape, Tasmania.	The "Ripple" sprang a leak in a heavy sea. Cause of leak unknown.
Timber, &c. (about 100 tons).	No deck load -	Port Macquarie, N.S.W.	Sydney, N.S.W.	6	-	S. 3 - -	12 miles S.E. of Crowdy Head, New South Wales.	The "Octaroon" sprang a leak in fine weather, and shortly afterwards foundered. Cause unknown. The Marine Board of New South Wales found no evidence upon which to charge the master with default.
Timber and oats (100 tons).	No deck load -	Ulverstone	Melbourne	6 and 1 passenger.	-	S.E. - -	Abandoned 35 miles N. by W. of Penguin Creek, Bass Straits.	Vessel sprang a leak and was abandoned. Cause unknown.
Firewood - -	Not stated whether a deck load was carried.	Bonavista Bay.	Catalina -	4	-	W. 5 - -	One mile west of Bird Island Cove.	It is stated that the butt heads of two planks fell out, and the vessel had to be abandoned.
Timber and maize (45 tons).	No deck load -	Port Stephens.	Sydney -	4 and 1 passenger.	1 (passenger).	S. 10 - -	Entrance of Newcastle Harbour, N.S.W.	The Marine Board of New South Wales found that the "Lilian," when in stays, was struck by a heavy squall and capsized.
Timber (26 tons) -	Had a deck load; dimensions not stated.	River Blyth, Tas.	River Don, Tas.	3	-	N.E. 6 - -	20 miles N. of Emu Bay, Tasmania.	Shipping heavy seas appears to have been the cause of the loss of this vessel.
Timber, 61 tons -	No deck load -	Newcastle, N.S.W.	Mc Leay, N.S.W.	4	-	Wind, S.E. Force, 6.	13 miles E.N.E. of Long Island, N.S.W.	Vessel sprang a leak, which rapidly increased, and she was abandoned, cause of casualty unknown. The Marine Board of New South Wales found no evidence upon which the master could be held to be in default.
Timber (31 tons) -	Had a deck load, dimensions not stated.	Lake Macquarie, N.S.W.	Sydney, N.S.W.	4	1	Wind, W. Force, 10.	3½ miles W of Bird Island, N.S.W.	The Marine Board, New South Wales, found that the vessel was lost in consequence of being upset by heavy squalls.
Wood and bamboos	Not stated whether a deck load was carried.	Kumbaru	Bombay -	27	-	-	Off Kumbaru, Bombay coast, W. Coast of India.	Sailyard broke and vessel filled and sank.
Posts and rails -	Not stated whether a deck load was carried.	Penguin Creek, Tasmania.	Launceston, Tasmania.	2	-	Wind, N.W. squally.	Near the Black Reef, Tasmania.	Foundered in squally weather. No further particulars.

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(d.) In Foreign and Colonial							
1881. 25 September	"Prince Victor." 50,886. Barque. 17 years.	Melbourne	Prince Edward Island.	Wood	a. 204 b. 234	Not classed	T. R. Browne, Melbourne
21 November	"British Lass." 41,783. Schooner. 22 years.	St. John's, N.F.L.	La Have, N.S.	Wood	a. 80 b. 80	Not classed	R. Fleming, Launaline, N.F.L.
24 November	"Ranger." Cutter. Age unknown.	Not registered	—	Wood	b. 5	Not classed	J. Barton, Sydney, N.S.W.
1882. 17 May	"Delight." 81,108. Sloop. 2 years.	Bridgetown, Barbadoes.	Carriacou, Grenada.	Wood	b. 24	Not classed	H. M. Douglas, Grenville, Grenada.
27 July	"St. Joseph." 30,508. Schooner. 24 years.	Port Louis, Mauritius.	Mauritius	Wood	a. 39 b. 39	Not classed	J. Couve, Port Louis, Mauritius.
9 September	"Makarau." 78,386. Schooner. 3 years.	Auckland, N.Z.	Makarau, N.Z.	Wood	a. 31 b. 31	Not classed	H. Ealmer, Mahurangi, N.Z.
12 December	"Lucy Pindar Snow." 81,726. Schooner. 3 years.	St. John's, N.F.L.	Exploits Bay, N.F.L.	Wood	a. 47 b. 47	Not classed	G. Snow, Twillingate, N.F.L.
1883. 22 April	"Scintilla." 81,101. Sloop. 4 years.	St. George's, Grenada.	Carriacou, Grenada.	Wood	a. 19 b. 19	Not classed	A. Shabblar, Petit Martinique, Grenada.
31 October	"First Trial." 57,932. Schooner. 15 years.	St. John's, N.F.L.	Swain's Island, N.F.L.	Wood	a. 36 b. 36	Not classed	J. Hill, Bonavista Bay, N.F.L.
6 December	"Lady Sarah." 55,976. Schooner. 35 years.	Liverpool, N.S.	New Dublin, N.S.	Wood	a. 22 b. 22	Not classed	W. Martin, Port Medway, N.S.
1884. 27 April	"Laxmiprasad." Padow. Unknown.	British India (not registered).	—	Wood	a. 9 b. 9 c.	Not classed	—
16 August	"Godavriprasad." Padow. 11 years.	British India (not registered).	—	Wood	a. 16 b. 16 c.	Not classed	—
16 October	"Mahaletchumi." Dhoney. 12 years.	British India (not registered).	—	Wood	a. 96 b. 96 c.	Not classed	Elayaperumal Pillay, Porto Novo, E. Coast of India.
1885. 9 January	"Ganesh Prasad." Padow. 27 years.	British India (not registered).	—	Wood	a. 35 b. 35 c.	Not classed	—
1886. 30 September	"Inc." Schooner. 14 years. 66,798.	St. John's, N.F.L.	Fortune, N.F.L.	Wood	a. 22 b. 22 c.	Not classed	P. G. Tessier, St. John's, N.F.L.
1887. 4 April	"Gold." Schooner. 29 years. 88,948.	Melbourne	New Jersey, U.S.A.	Wood	a. 332 b. 312 c.	Not classed	J. Dransfield, Sydney, N.S.W.
26 October	"Ada and Ethel." Schooner. 1 year.	Sydney, N.S.W.	Eagleton, N.S.W.	Wood	a. 73 b. 73 c.	Not classed	C. F. Messell, Pyrmont, N.S.W.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Local Trades—continued.								
Cedar logs, and about 20 tons sand ballast (300 tons).	Vessel carried a light deck load of cedar logs.	Maryborough, Queensland.	Melbourne	9	—	Wind, S. Force, 10. Heavy squalls.	Lat. 32° 8' S., Long. 154° 54' E., S. Pacific.	The "Prince Victor" sprang a leak during a heavy gale and was thrown on her beam ends. Foremast was cut away to right her, but without success. The tank of fresh water was destroyed, and there being no hope of saving the vessel, she was abandoned. The Court of Inquiry considered that the master and crew were justified under the circumstances in abandoning vessel.
Wood	Not stated whether a deck load was carried.	Great Jer-vois, Hermitage Bay, N.F.L.	Lamaline, N.F.L.	4	4	Wind, N.W. by W. Force, 7.	5 miles W. by N. of Lamaline, N.F.L.	This vessel was seen on her side by the master of the "Lady Augusta," who thinks she was thrown over during a severe squall. He proceeded to render assistance to the crew, but before his boat could reach them they were all lost.
Timber	Had a deck load, dimensions not stated.	Sydney, N.S.W.	—	4	—	—	Sydney Harbour, N.S.W.	The "Ranger," in working up the harbour, sprang a leak, and was taken in tow by a small steamer, but shortly afterwards sank stern first. Cause of leak unknown.
Firewood and peas	Had a deck load, dimensions not stated.	Carriacou, Grenada.	Barbadoes	6 and 3 passengers.	—	Wind, E.S.E. Squally.	Bequia Channel, W. Indies.	Capsized in a squall.
Timber	Not stated whether a deck load was carried.	Flacq, Mau.	Mahébourg, Mau.	6 and 1 passenger.	—	Unknown	Outside the Reefs, Flacq, Mauritius.	This vessel suddenly sank. No further particulars.
Sawn timber (about 40 tons or 29,000 feet).	Had a deck load	Wangapou, N.Z.	Tamaki River, N.Z.	4	—	Wind, N.W. Force, 5.	Between the Great Barrier and the Mercury Islands, Auckland, N.Z.	This vessel filled and went over, in consequence of opening out close by her centre board. She is stated to have carried heavier cargoes, and the cause of her opening out is unknown.
Wood	Not stated whether a deck load was carried.	Twillington, N.F.L.	Long Tickle, Exploits Bay, N.F.L.	7	—	Wind, N.N.E. Force, 8.	Upper End of Long Tickle, Exploits Bay, N.F.L.	Broke from her moorings and foundered during a gale.
Firewood and dried peas.	Not stated whether a deck load was carried.	Carriacou, Grenada.	Bridge-town, Barbadoes.	6	—	Wind, E.N.E. Squally.	40 miles E.N.E. of St. Lucia, N. Atlantic.	Capsized in a sudden squall.
Firewood	Not stated whether a deck load was carried.	Northern Arm, Rocky Bay, N.F.L.	Flowers Island, Bonavista Bay, N.F.L.	7	—	Wind, W.N.W. Force, 8. High sea.	Flowers Island, N.F.L.	Drove from her anchors, drifted out to sea, and is supposed to have foundered.
Lumber	Not stated whether a deck load was carried.	Port Medway, N.S.	Arichat, C.B.	Unknown, say 3.	—	—	Off Jeddore, N.S.	Capsized in a squall.
Firewood	—	Mumbai	Bombay	9	—	—	2 miles off Utan, Bombay coast, W. Coast of India.	This vessel was an old one. She sprang a leak and soon went down.
Firewood	—	Bhagva	Bulsar	9	—	— 10	Navsari Creek, Gulf of Cambay, W. Coast of India.	Sprang a leak and foundered.
Casuarina wood. About 94 tons.	No deck load	Ipurapalem, Kristna.	Madras	11	—	N.E. 5	Madras Roads, E. Coast of India.	Whilst riding at anchor vessel pitched heavily and shipped a great deal of water, and being an open vessel the sea could not be kept from filling her. The crew left when they found she had become waterlogged.
Teak logs, 40 tons	Not stated whether a deck load was carried.	Bombay	Ratnagiri	6	1	N.W. 10	Off Shrivardhan, W. Coast of India.	Sprang a leak, crew tried to run her ashore, but could not, and she was abandoned drifting out to sea. The Court of Inquiry found that she was not a proper boat to go to sea, and that she was overladen.
Wood	Not stated whether a deck load was carried.	Long Harbour, Trinity Bay, N.F.L.	Robin Hood, Trinity Bay, N.F.L.	3	—	S. 2	1 mile E. of Bonaventure, Trinity Bay, N.F.L.	This vessel sprang a leak and sank in deep water. Cause unknown.
Ironbark piles	No deck load	Grafton, N.S.W. (Sailed on the 22nd March 1887).	Melbourne	9	—	N.W. 10	Off East Sister Island, Bass Strait, Tasmania.	A Court of Inquiry found that the vessel sprang a leak during a gale, and that through the breaking down of the steam engine used for pumping, the crew could not keep the vessel free, and were compelled in consequence to abandon her.
Timber (80 tons)	Had a deck load; dimensions not stated.	Manning, N.S.W.	Sydney, N.S.W.	5	—	N.E. 5	10 miles S.E. of Seal Rocks, N.S.W., South Pacific.	The Marine Board, New South Wales, reported that the vessel had to be abandoned in consequence of suddenly springing a leak, which could not be kept under by the pumps.

(3.) TIMBER LADEN SAILING

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1887. 24 August	"Terrigal." 64,353. Ketch. 19 years.	Sydney, N.S.W.	Terrigal, N.S.W.	Wood	a. 23 b. 23 c.	Not classed - -	(d.) In Foreign and Colonial G. Seeds, Bundaberg, Queensland.
30 November	"Pearl." 68,564. Ketch. 18 years.	Sydney, N.S.W.	Bremen - -	Wood	a. 49 b. 49 c.	Not classed - -	W. S. Buzacott, Sydney, N.S.W.
18 December	"George Thornton." 75,059. Brigantine. 7 years.	Sydney, N.S.W.	Jervis Bay, N.S.W.	Wood	a. 182 b. 182 c.	Not classed - -	J. H. Young, Sydney, N.S.W.
1888. 4 January	"Viva la France." 91,767. Sloop. 8 years.	Castries, St. Lucia, W.I.	Unknown -	Wood	a. 12 b. 12 c.	Not classed - -	F. Procope, St. Kitt's, W.I.
22 June	"Mina." 79,341. Brig. 21 years.	Sydney, N.S.W.	Rounebeck, Germany.	Wood	a. 265 b. 268 c.	Not classed - -	J. P. Stirling, Sydney, N.S.W.
30 August	"South Carolina." 70,202. Cutter. 14 years.	Auckland, N.Z.	Auckland, N.Z.	Wood	a. 27 b. 27 c.	Not classed - -	M. I. Soares, Auckland, N.Z.
1889. 11 January	"Integrity." 83,798. Ketch. 6 years.	Sydney, N.S.W.	Brisbane Water	Wood	a. 51 b. 51 c.	Not classed - -	C. Henderson, Pyrmont, N.S.W.
19 February	"Blackwall." 82,157. Barge. 23 years.	Lyttelton, N.Z.	-	Wood	a. 26 b. 26 c.	Not classed - -	T. McIntosh, Lyttelton, N.Z.
9 May	"Shamrock." 88,847. Ketch. 23 years.	Sydney, N.S.W.	Hawkesbury River, N.S.W.	Wood	a. 34 b. 34 c.	Not classed - -	-
14 June	"Maggie Scott." 59,503. Ketch. 21 years.	Sydney, N.S.W.	Brisbane Water, N.S.W.	Wood	a. 30 b. 30 c.	Not classed - -	J. Henderson, Newcastle, N.S.W.
29 July	"Nicolai." 89,380. Schooner. 6 years.	Sydney, N.S.W.	-	Wood	a. 109 b. 109 c.	Not classed - -	W. Langley, Sydney, N.S.W.

SHIPS—FOUNDERED—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Cause of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Local Trades—continued.								
Timber (quantity not stated).	Had a deck load -	Bundaberg	Gladstone	3	—	S.E. 4	Off Seal Rocks, Queensland.	Water was seen rising on the cabin floor. Pumps were kept going until vessel was abandoned. She went on her beam ends soon after the crew left her.
Pine logs (about 50 tons).	Carried a deck load of 4 logs.	Long Island Passage, Queensland.	Townsville, Queensland.	4	—	E. 5	1½ miles N. of Saddleback Island, Queensland.	Vessel sprang a leak, and the water gaining on the pumps, she had to be abandoned. Probably started a butt when lying aground.
Timber, paint, and sugar (350 tons).	Vessel had on board 70,000 feet of hardwood and 20 tons of sugar, and 70,000 feet of dressed pine below. On deck there were 30,000 feet of rough pine, 4 tons of paint in tins, and 4 cases of glass.	Bundaberg (Burnett River), Queensland.	Norman-town, Queensland.	7	—	E.S.E. 4	15 miles E. ½ S. of Round Hill Head, Queensland, South Pacific.	The "George Thornton" appeared to have laboured a good deal after leaving Burnett River on December 17th, and the cargo to have worked loose, but she was making no water up to 8 a.m. the following morning. At 10 a.m., however, water was heard rushing in under the forecabin floor. Pumps were rigged, but the water gaining on them, the crew abandoned the vessel. The Queensland Marine Board could arrive at no conclusion as to the immediate cause of loss. But they were of opinion that the vessel was overloaded, and that great carelessness was shown in allowing vessel on her previous voyage to remain loaded at anchor nearly two months with her copper 2 feet under water, a sufficient length of time to allow the copper to get into her top sides, and, possibly, into her bow ports, which may have been the cause of her loss. The vessel was in great danger in crossing the banks outside Burnett Bar, in consequence of master ordering tow rope to be let go too soon, and the Board had no doubt as to his insobriety at that time. They, therefore, cancelled his certificate of exemption from pilotage.
Logwood (quantity not stated).	Not stated whether a deck load was carried.	Vieuxfort, St. Lucia, W.I.	Castries, St. Lucia, W.I.	4	—	—	St. Lucia, West Indies.	Sprang a leak and foundered. Cause unknown.
Sawn hardwood timber (300 tons).	No deck load	Clarence River, N.S.W.	Melbourne	9 and 1 passenger.	—	S.W. 9	Green Cape, bearing N. by W., distance 10 miles.	The Marine Board, New South Wales, found that the "Mina" was abandoned in consequence of the loss of rudder and springing a leak, which could not be kept under by the pumps.
Firewood (43 tons).	Had a deck load of 10 tons.	Maori Bay, Gt. Barrier Island.	Auckland	5	—	S.W. —	Between Pigeon Rock and Flat Island, Hauraki Gulf, New Zealand.	The gangway board carried away, and vessel immediately put around, but the squall increasing, she sank in 22 fathoms of water.
Hardwood timber (75 tons).	No deck load	Camden Haven, N.S.W.	Sydney, N.S.W.	4	—	N.E. 2. Fine	S. Pacific. 25 m. E. of Broken Bay, N.S.W.	Sprang a leak, which overpowered the pumps, and foundered about half an hour after crew had taken to the boat. Cause unknown. The Marine Board of New South Wales acquitted the master of blame.
Firewood (40 tons)	Had a small deck load.	Akaroa	Lyttelton, N.Z.	3	—	E. 9. Thick. Heavy seas.	Off Bank's Peninsula, N.Z.	Capsized in a gale.
Timber (40 tons)	No deck load	Port Stephens, N.S.W.	Sydney, N.S.W.	3	—	S.W. Clear. Smooth sea.	9 m. off Morna Pt. N.S.W.	Foundered after springing a leak, which overpowered the pumps. The Local Marine Board of Newcastle, N.S.W., considered that the abandonment was justified.
Timber (about 40 tons).	No deck load	Tomakin Creek.	Sydney, N.S.W.	3	—	W. 10. Squally.	Off Black Pt., N.S.W.	During a strong breeze from the westward vessel sprang a leak, which could not be kept under, and an hour later she gave a heavy lurch, shipping a large quantity of water. All hands then abandoned her, and 10 minutes afterwards she was seen to founder. The Marine Board of New South Wales justified the abandonment, and awarded a binocular glass to the master in appreciation of his conduct.
Timber and machinery (140 tons).	No deck load	Nambucca (Sailed on 11th July 1889.)	Sydney, N.S.W.	7	—	W.N.W.	Off the Seal Rocks, N.S.W.	After meeting bad weather and putting into two places for shelter, vessel, on resuming her voyage, suddenly sprang a leak, which overpowered the pumps, and she sank shortly after the crew had taken to the boats. The Marine Board of New South Wales thought the abandonment was justifiable.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Age, and Rig of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages— a. Gross. b. Net. c. Under-Deck.	Classification.	Name and Address of Owner.
(a.) BOUND TO PORTS							
1873. Not heard of since sailing on 14th January 1873.	"Orwell," 23,466. 19 years. Ship.	Ardrossan	Harwich	Wood	a. 1,016 b. c.	Ll. A 1, 8.71	Goodwin & Hogarth, Ardrossan.
Not heard of since sailing on 27th January 1873.	"Storm King," 41,933. 25 years. Ship.	Greenock	Quebec	Wood	a. 790 b. c.	Not classed	J. Miller, jun., Liverpool.
Not heard of since sailing on 14th February 1873.	"Ben Nevis," 41,392. 16 years. Brigantine.	Arichat, C.B.	Pictou, N.S.	Wood	a. 233 b. c.	Not classed	B. Forrest, Arichat, C.B.
Sailed 18th September 1873, and not heard of since being seen off Havana.	"Sheffield," 20,995. 37 years. Barque.	London	Maine, U.S.A.	Wood	a. 666 b. c.	Not classed	E. Sheldon & Co., London.
Not heard of since sailing on 25th September 1873.	"John Bunyan," 1795. 20 years. Ship.	Liverpool	Aberdeen	Wood	a. 521 b. c.	Not classed	G. Sayer, Liverpool
Not heard of since sailing on 27th September 1873.	"Rosina," 3,308. 20 years.	Cardiff	Miramichi, N.B.	Wood	a. 399 b. c.	Ll. A 1, 5.73	J. & E. Rayner, Liverpool.
Not heard of after passing Bic, St. Lawrence, on 8th October 1873.	"Caricou," 33,328. 16 years. Barque.	Wexford	Quebec	Wood	a. 815 b. c.	Ll. A 1, 4.73	J. W. Walsh, Wexford
Not heard of after passing Bic, St. Lawrence, on 13th November 1873.	"Calypso," 23,255. 40 years. Barque.	London	Newport	Wood	a. 323 b. c.	Not classed	D. and J. Maguire, Quebec.
Not heard of since sailing on 22nd December 1873.	"Parga," 14,006. 33 years. Barque.	London	New Shoreham	Wood	a. 240 b. c.	Not classed	J. P. Newby, Great Yarmouth.
1874. Not heard of since sailing on 3rd January 1874.	"Western Ocean," 6074. 27 years. Barque.	Newcastle	St. John, N.B.	Wood	a. 1,176 b. c.	Not classed	J. Hall & Co., Newcastle-on-Tyne.
Not heard of since sailing on 28th January 1874.	"Mohawk," 41,969. 15 years. Ship.	Troon	Quebec	Wood	a. 557 b. c.	Not classed	A. Mackay, Troon
Not heard of since sailing on 29th January 1874.	"Clifton Belle," 35,255. 17 years. Ship.	Granton	Clifton, N.B.	Wood	a. 989 b. c.	Ll. A 1, 10.73	Mitchell, Thomson, & Co., Granton.
Not heard of since sailing on 2nd February 1874.	"Dalkith," 33,368. 17 years. Barque.	Greenock	Quebec	Wood	a. 848 b. c.	Not classed	B. J. Sutherland, Newcastle
Not heard of since being seen off Schelling, waterlogged and abandoned on 23rd October 1874.	"Elizabeth," 23,483. 35 years. Brig.	Sunderland	Yarmouth	Wood	a. 210 b. c.	Not classed	F. Robson, Sunderland
1875. Not heard of since sailing on 17th March 1875.	"Asiatic," 49,910. 15 years. Barque.	London	Kennebunk, U.S.A.	Wood	a. 1,150 b. 1,079 c.	Not classed	Hall Bros., Newcastle
Not heard of since passing St. Helena on 9th October 1875.	"Peter Joynson," 49,686. 12 years. Ship.	Liverpool	Quebec	Wood	a. 956 b. c.	Ll. cont. 71.5' A 1 2.71.	A. F. Eggers, Liverpool
1876. Not heard of since sailing on 5th September 1876.	"Alice M," 54,439. 10 years. Brigantine.	St. John, N.B.	St. Martin's, N.B.	Wood	a. 288 b. c.	Not classed	F. Tufts, St. John, N.B.
1877. Not heard of since sailing on 30th August 1877.	"Fannie," 64,835. 24 years. Barque.	Liverpool	Italy	Wood	a. 420 b. c.	Not classed	H. T. Hart, London
Not heard of since leaving Bic Island pilot station on 26th October 1877.	"Waterloo," 52,497. 13 years. Ship.	Gibraltar	Quebec, rebuilt	Wood	a. 1,155 b. c.	Not classed	J. H. Allen, South Wimbledon.
1878. Not heard of since landing pilot at Bic Island, River St. Lawrence, on 27th September 1878.	"London," 15,985. 46 years. Barque.	Newcastle	Blackwall	Wood	a. 569 b. 569 c. 569	Not classed	T. R. Miller, Newcastle-on-Tyne.
Not heard of since sailing on 27th September 1878.	"Nellie Jones," 71,352. 4 years. Brigantine.	Weymouth, N.S.	Port Gilbert, N.S.	Wood	a. 242 b. c.	B. Ver. 3/3, G. 1.1, 7 years, 11.74, 11.74.	C. D. Jones, Weymouth, N.S.
1879. Not heard of since sailing on about 1st November 1879.	"Harriet McBeath," 48,225. 15 years.	Drogheda	St. John, New Brunswick.	Wood	a. 389 b. 337 c. 318	Ll. A 1 red, SS. 5 years, 4.78.	Sir A. E. Bellingham, Bart.
1880. Not heard of since sailing on 7th January 1880.	"North Star," 52,866. 18 years. Barque.	Leith	Maine, U.S.A.	Wood	a. 818 b. 818 c. 767	Not classed	C. W. Cayzer, Liverpool
Not heard of since being seen in about Lat. 39° N., Long. 35° W., on 29th February 1880.	"Ocean," 42,376. 17 years. Barque.	Belfast	Digby, N.S.	Wood	a. 757 b. 731 c. 692	B. Ver. 7.3, 5/6 G. 1.1. 1.77.	T. Dixon & Sons, Belfast

SHIPS—MISSING.

Cargo.		Voyage.		Lives lost.		Remarks, and Result of any Inquiry held.
Nature and Quality.	How secured, and particulars of Deck Load, if any.	From	To	No. of Crew and Passengers, if any.		
IN THE UNITED KINGDOM.						
Pitch pine, 1,400 tons	Not stated whether a deck load was carried.	Doboy	Liverpool	19		
Timber	Not stated whether a deck load was carried.	Pensacola	Liverpool	15		
Deals	Not stated whether a deck load was carried.	Halifax, N.S.	Liverpool	8		
Mahogany, logwood, and sugar, 850 tons.	No deck load	Belize	London	17		The master of another vessel who saw the "Sheffield" off Havana encountered a severe gale from 4th to 6th October 1873, and it is supposed the "Sheffield" was lost then.
Pitch pine	No deck load	Doboy	Barrow	13		
Timber (about 500 tons)	Believed to have had a deck load.	Pensacola	Liverpool	13		
Timber and deals	Not stated whether a deck load was carried.	Quebec	Wexford	10		
Deals and staves	Had a small deck load	Quebec	Glasgow	10		
Mahogany	Not stated whether a deck load was carried.	Savannah	Unknown	10		Vessel is supposed to have been seen bottom upwards in the neighbourhood of Savannah.
Timber	No deck load	Pensacola	Newcastle	20		
Timber	Had a deck load	Pensacola	Troon	15		
Pitch pine	No deck load	Pensacola	Greenock	23		
Timber	No deck load	Pensacola	Greenock	18		
Deals	Had a deck load	Sundswall	Sunderland	9 (7 crew, 2 passengers.)		
1,151 lds. hewn timber, 54 lds. sawn timber, 23 stds. deals; in all about 1,300 tons.	No deck load	Pensacola	London	24		
Teak timber, 1,321 logs and 684 boxes (33 tons) cutch for dunnage.	No deck load	Rangoon	Falmouth	20		Owner remarks that the vessel had previously carried larger cargoes.
Dry spruce deals, about 160 standards.	Had a deck load reported to be 2 feet less than she usually carried.	St. John, N.B.	Dundalk	8		
Mahogany, about 450 tons	No deck load	Tonalá, Mexico	Falmouth for orders.	12		Supposed to have foundered in a hurricane which prevailed a few days after she sailed.
Timber and deals (1,300 to 1,400 tons).	Had a deck load (of deals) 3 feet high.	Quebec	Liverpool	22 (20 crew, 2 passengers.)		The owner states that from reliable data he regards the "Waterloo" as having been lost by collision with the American ship "Pekin" in mid-Atlantic, both ships and all on board being lost.
Timber and deals (about 750 loads).	No deck load	Quebec	Sunderland	16		
Deals	Had a deck load, dimensions not stated.	St. John, N.B.	Waterford	8		
Deals, 318,000 superficial feet, and about 25 tons of ballast.	Had a deck load of deals, not over 3 feet high, secured by four spars under the pin rail, lashed to ring bolts, amidships, and leaving the pumps clear and free to work.	St. John, N.B.	Gloucester	10		A Court of Inquiry were of opinion that the vessel was in good and seaworthy condition on leaving St. John, and that she was not overladen. The Court were disposed to assume that the vessel foundered from stress of weather.
Timber (about 1,150 tons, 162½ loads of hewn timber and 245½ standards of sawn timber and deals).	No deck load	Pensacola	Swansea	16		
Timber (about 900 tons)	No deck load. Vessel only carried 797 loads, though it was stated she could carry 1,000 loads.	Pensacola	Belfast	16		When this vessel was fallen in with she was full of water, the sea washing in and out of her stern, and it was thought that she could not hold together long. There was no one on board her.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Age, and Rig of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under-Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in the							
1880. Not heard of since sailing on 1st October 1880.	"Zelica." 51,422. 16 years. Barque.	Liverpool	Carleton, N.B.	Wood	a. 1,054 b. 1,054 c. 977	Not classed	J. McKiver, Greenock
Not heard of since being spoken in lat. 23° N., long. 35° W., on 6th October 1880.	"Wild Rose." 50,733. 16 years. Ship.	Liverpool	Quebec	Wood	a. 1,572 b. 1,572 c. 1,458	Not classed	R. M. C. Stumbles, Liverpool
Not heard of since passing Bic on 8th November 1880	"Henry Palmer." 48,614. Age unknown. Barquentine.	Maryport	United States of America.	Wood	a. 308 b. 289	Not classed	H. Palmer, Maryport
Not heard of since sailing on 2nd December 1880.	"Anglesea." 34,857. 25 years. Ship.	Glasgow	St. John, N.B.	Wood	a. 913 b. 913	Not classed	S. Vaughan, Liverpool
1881. Not heard of since sailing on 10th April 1881.	"Imogene." 68,304. 9 years. Barque.	Fleetwood	Mount Stewart, P.E.I.	Wood	a. 582 b. 492	Not classed	E. Porter, Fleetwood
Not heard of since sailing on 10th August 1881.	"Hawk." 58,139. 13 years. Barque.	Glasgow	Sunderland	Wood	a. 372 b. 357 c. 364	Ll. 10 A1. 7.79	J. Donald, Glasgow
Not heard of since sailing on 28th September 1881.	"Freeman Dennis." 49,445. 16 years. Barque.	Yarmouth, N.S.	Beaver River, N.S.	Wood	a. 808 b. 808	Not classed	J. Bingay, Yarmouth, N.S.
Not heard of since the pilot left her at Bic on the 3rd or 4th October 1881.	"Pearl of India." 51,037. 17 years. Barque.	Greenock	St. John, N.B.	Wood	a. 1,292 b. 1,256 c. 1,177	Not classed	J. Hendry, Greenock
Not heard of since sailing on 19th October 1881.	"Wanderer." 39,979. 44 years. Brig.	Maryport	Whitby	Wood	a. 282 b. 288 c. 282	Not classed	J. Chrwen, Maryport
Not heard of since being left by pilot off Bic on 28th October 1881.	"Thomas Lee." 12,884. 43 years. Barque.	Workington	Workington	Wood	a. 310 b. 310 c. 310	Ll. 12 A1. 8.81	E. Harrison, Workington
Not heard of since being spoken off Bantry Bay on 29th October 1881.	"Ella." 57,689. 13 years. Brigantine.	Maitland, N.S.	Maitland, N.S.	Wood	a. 332 b. 332	Not classed	F. Tufts, St. John, N.B.
Not heard of since being left by pilot off Bic on 5th November 1881.	"Koomar." 51,044. 23 years. Barque.	London	Bath, U.S.A.	Wood	a. 1,225 b. 1,201 c. 1,138	Not classed	T. Emerson, Newcastle-on-Tyne.
Not heard of since being seen off St. Paul's Island on 7th November 1881.	"Eastern Empire." 43,488. 19 years. Ship.	Greenock	Quebec	Wood	a. 1,752 b. 1,752 c. 1,269	Not classed	E. Davie, Greenock
Not heard of since sailing on 14th November 1881.	"City of Dunedin." 45,966. 18 years. Barque.	Maryport	Dumbarton	Wood	a. 1,074 b. 995 c. 939	Ll. 10 A1. in Red. 5.81	J. Ritson, Maryport
1882. Not heard of since sailing from Pensacola on 7th February 1882.	"Dorothy." 16,388. 26 years. Barque.	Liverpool	Aberdeen	Wood	a. 761 b. 761 c. 704	Not classed	R. W. Jamieson, Greenock.
1883. Not heard of since sailing on 3rd March 1883.	"Lodore." 15,026. 27 years. Ship.	Liverpool	Workington	Wood	a. 860 b. 860 c. 767	Not classed	J. A. Cox, London
Not heard of since sailing on 5th March 1883.	"Leamington." 45,870. 25 years. Barque.	Liverpool	Bath, U.S.A.	Wood	a. 973 b. 973 c. 923	Not classed	C. Jamieson, Liverpool
Not heard of since sailing on 13th March 1883.	"Stadacona." 43,450. 11 years. Barque.	Cardiff	Quebec	Wood	a. 1,113 b. 1,076 c. 1,076	Not classed	N. Traves, Cardiff
Not heard of since being spoken in lat. 48° N., lon. 45° W., on 26th August 1883.	"Cornelis Eduard." 86,245. 18 years. Ship.	Liverpool	Slipperveer, Holland.	Wood	a. 821 b. 784 c. 734	Not classed	P. H. Cowley, Liverpool
Not heard of since sailing on 3rd September 1883.	"Glen Monarch." 35,546. Ship.	Liverpool	Miramichi, N.B.	Wood	a. 974 b. 874 c. 879	Not classed	"Glen Monarch" Ship Co., Lim., Liverpool.

SHIPS—MISSING—continued.

Cargo.		Voyage.		Lives lost.	Remarks, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To	No. of Crew and Passengers, if any.	
United Kingdom—continued.					
Timber (1,350 tons)	No deck load	Pensacola	Greenock	18	The owner stated that "the 'Zelica' was an "extra strong vessel, abundantly found, and "in splendid order, having received a "thorough overhaul in graving dock in December 1878," and he supposed that she was lost in the gales of October or November 1880.
Teak (supposed about 2,000 tons).	No deck load	Moulmein	English Channel for orders.	31	—
Timber and deals (viz., 9 pieces of oak, 17 of elm, 19 red pine, 288 white pine, and 2,093 pine deals, including deck load).	Had a deck load of deals, 3 ft. high.	Quebec (sailed on 3rd Nov. 1880).	Swansea	8	The Court of Inquiry thought a deck load of 3 ft. was a full one considering vessel's age and character and the winter voyage; but there was nothing in the evidence to justify them in saying it was too heavy. It was in compliance with the Canadian Acts. The Court found that the vessel was in a good and seaworthy condition, that she was not overladen, and that her cargo was properly stowed. There was no evidence to show the cause of her loss.
Timber and deals	No deck load	Mobile	Liverpool	20 (18 crew and 2 passengers).	This vessel was reported as having been in a satisfactory condition in June 1879.
Pitch pine (90 standards), cedar (1,262 cubic feet), cotton seed (260 tons), rosin (about 9 tons), and cotton (24 bales), (total weight, 583 tons).	Had a deck load	Fernandina, U.S.A.	Queenstown, for orders.	12	—
Logwood (about 420 tons)	Believed to have had a small deck load.	Miragoane, Hayti.	English Channel for orders.	12	—
Deals (quantity not stated)	Not stated whether a deck load was carried.	St. John, N.B.	Liverpool	14	—
Deals and staves (1,556 loads, including deck cargo).	Vessel had a deck load. The stevedore stated that "there "was not a large but only "an ordinary deck load "aboard properly stowed "and secured."	Quebec (sailed on 23rd Sept. 1881).	Greenock	23	The Court of Inquiry found that this vessel was in a good and seaworthy condition, that she was not overladen, that she had sufficient stability, and that the cause of her loss appeared to have been the terrific gales which prevailed in the Atlantic in October 1881.
Pitch pine timber (about 200 loads).	No deck load	Doboy	Carmarthen	8	—
Timber and deals	Had a deck load, dimensions not stated.	Quebec	Whitehaven	9	The owner of the "Thomas Lee" was of opinion that his vessel was driven ashore on the west coast of Newfoundland during the heavy gale which prevailed in the Gulf of St. Lawrence in the early part of November 1881.
Deals and spool wood	Had a deck load, dimensions not stated.	St. John, N.B. (sailed on 1st Oct. 1881.)	Glasgow	9 (8 crew and 1 passenger).	A very heavy gale prevailed on the day after this vessel was last seen.
Timber (about 1,500 loads)	No deck load	Quebec	Plymouth	19	The Wreck Commissioner found that this vessel was in a good and seaworthy condition, and was not overladen, and that she probably foundered in one of the gales which prevailed in the North Atlantic in November 1881.
Timber (quantity not stated)	No deck load	Quebec	Greenock	25	Owner attributed this vessel's loss to the unusually heavy weather which prevailed in the North Atlantic in November 1881.
Pitch pine timber (quantity not stated).	No deck load	Pensacola	Cardiff	17	—
Timber (42,930 cubic feet or about 1,000 tons).	No deck load	Pensacola	Greenock	17	—
Teak (1,015 tons)	No deck load	Moulmein	The English Channel for orders.	23	—
Timber	No deck load	Pensacola	Liverpool	19	—
Pitch pine timber (1,300 tons)	No deck load	Pensacola	Newport	19	—
Sawn timber, lumber, and deals (915 loads).	30 or 40 loads of sawn timber were stowed on deck up to the pinrail. The load was secured by being chocked with wedges, and toms and chains around.	Pensacola (sailed on 23rd July 1883).	Liverpool	18	A Court of Inquiry found that vessel was in a good and seaworthy condition, and apparently her cargo had been well stowed; that the cause of her loss could not be ascertained, but a hurricane which prevailed on the 3rd September might possibly account for it.
Pitch pine timber (about 1,200 tons).	Had a deck load of two tiers, about 2 feet high.	Darien, Ga.	Clonakilty	18	Owner was of opinion that vessel was lost in the heavy gales which prevailed in September 1883.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Age, and Rig of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under-Deck.	Classification.	Name and Address of Owner.
1884. Passed bottom up on 20th April 1884 in lat. 47° 50' N., lon. 34° 10' W.	"Glenhaven." 54,981. 18 years. Ship.	Cardiff	New Brunswick	Wood	a. 1,290 b. 1,235 c. 1,149	Not classed	(a) Bound to Paris in the V. Trayer, Cardiff
Not heard of since sailing on 10th October 1884.	"Malacca." 60,082. 17 years. Ship.	Liverpool	Glasgow	Wood	a. — b. 594 c. —	(a.) L.L. 18 A1 (b.) 5.83.	G. Cowper, Glasgow
1885. Not heard of since sailing on 23rd January 1885.	"Ogmoro." 51,178. 20 years. Barque.	Swansea	Sunderland	Wood	a. 347 b. 328 c. 337	Not classed	W. Bowen, Llanelly
Not heard of since sailing on 4th February 1885.	"Perseverance." 59,794. 15 years. Barque.	Bristol	Prince Edward Island.	Wood	a. 436 b. 423 c. 389	Not classed	W. Lemon, Barnstaple
Not heard of since leaving Bic on 22nd August 1885.	"Labrador." 41,834. 27 years. Ship.	Greenock	New Brunswick	Wood	a. 1,216 b. 1,171 c. 1,121	Not classed	J. S. Denniston, Greenock.
1886. Not heard of since sailing on 7th February 1886.	"Jessie Douglas." 50,862. 20 years. Barque.	N. Shields	New Brunswick	Wood	a. 836 b. 812 c. 760	Not classed	W. Hutchinson, Newcastle-on-Tyne.
Not heard of since sailing on 7th March 1886.	"Queen of Beauty." 37,197. 25 years. Ship.	Liverpool	St. John, N.B.	Wood	a. — b. 1,235 c. —	Not classed	M. J. Cox, Waterford
Not heard of since sailing on 26th June 1886.	"Ornate." 52,724. 21 years. Barque.	London	Harwich	Wood	a. 756 b. 675 c. 623	(a.) B. Ver. 5/8. L. 1.1., for four years from 12.86. (b.) 1.86.	A. McInnes, Ardrossan
Not heard of since sailing on 28th August 1886.	"Chagford." 62,531. 17 years. Barque.	London	Sunderland	Wood	a. 361 b. 349 c. 345	Not classed	J. Gibbs, Portland, Dorsetshire.
Not heard of since sailing on 25th September 1886.	"G. P. Payrant." 61,456. 17 years. Barque.	Swansea	Parrsboro', N.S.	Wood	a. 624 b. 612 c. 572	Not classed	W. Thomas, Swansea
Not heard of since sailing on 6th November 1886.	"Rowena." 42,708. 25 years. Ship.	Aberdeen	Quebec	Wood	a. 729 b. 729 c. 697	Not classed	G. Milne, Aberdeen
1887. Not heard of since sailing on 20th July 1887.	"Woodbine." 59,995. 16 years. Barque.	London	Quebec	Wood	a. 1456 b. 441 c. 409	L.L. 10 A1., cont. 7 A1, 5.86.	D. Dorman, Belfast
Not heard of since being spoken by the "Lady Dufferin" on the 18th December 1887, in Lat. 7° N., Lon. 78° W.	"Java." 88,871. 20 years. Barque.	Aberdeen	Bidderkirk (Holland).	Wood	a. 987 b. 948 c. 856	Not classed	J. Milnes, Kinaldie, Aberdeenshire.
1889. Not heard of since sailing on 20th September 1889.	"Maegie Douglas." 65,325. 18 years. Barque.	Irvine	Ardrossan	Wood	a. 649 b. 630 c. 603	L.L. A 1. contd. 10.83. 7 years, 2.89.	J. Wallace, Troon

SHIPS—MISSING—continued.

Cargo.		Voyage.		Lives lost.	Remarks, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To	No. of Crew, and Passengers, if any.	
United Kingdom—continued.					
Pitch pine timber (about 1,500 tons).	Stated to have had a small deck load.	Darien -	Cardiff -	24	It is inferred from the appearance of the vessel when passed bottom up that she had been in collision.
Logwood (552 tons, as per owner's statement).	Consul reports that vessel carried 1,000,500 lbs. of logwood under deck and 44,000 lbs. on deck.)	Port Hayti -	English Channel for orders.	14	Vessel had been remodelled and overhauled at Rangoon in March 1884. The master, who had sailed in the vessel since April 1883, is stated to have been thoroughly acquainted with the loading of a logwood cargo.
Timber (8,317 cubic feet of sawn pitch pine timber, 7,285 cubic feet of hewn pitch pine timber, and 2,053 cubic feet of pitch pine deals).	No deck load - - -	Darien, Ga. -	Llanelly -	10	Her Majesty's Vice-Consul at Darien believes the "Ogmore" left port in a seaworthy condition. Vessel's class at Lloyd's—All in red under special survey—had expired while she was at Darien.
Timber (about 480 tons; 15,589 cubic feet hewn timber, 6,331 cubic feet sawn timber, and 802 cubic feet of deals).	No deck load - - -	Darien, Ga. -	Dundalk -	16	Reported to have left Darien in a seaworthy condition.
Timber; white oak, rock elm, and spruce deals (1,643 loads in all, or 1,226 tons, including a deck load of 100 tons of deals).	The deck cargo, which was 3 feet above the level of the deck, is stated to have been properly lashed and well secured with chains.	Quebec - (Sailed on 20th August 1885.)	Newcastle-on-Tyne.	23	The Court of Inquiry could arrive at no conclusion as to cause of loss. They thought the "Labrador" was not overladen, and that her deck load was not excessive. Portions of the vessel's wreckage were picked up in January 1886 on the west coasts of the Hebrides.
Timber (quantity not stated)	No deck load - - -	Mobile -	Liverpool -	15	Stated by the stevedore and others at Mobile to have left that port in good condition.
Sawn pitch pine (from 1,600 to 1,700 tons).	The stevedore deposed that the cargo was stowed in a "safe and workmanlike manner." No deck load was carried.	Pensacola -	Greenock -	20	It appeared from the evidence adduced at the Inquiry that the "Queen of Beauty" was in a good and seaworthy condition when she sailed from Pensacola, and the Court found there was no evidence upon which to form any opinion as to the cause of her loss.
Pitch pine planks (264 standards, or 385 tons weight, including deck load, in addition to about 50 tons of sand and dirt ballast).	At time of sailing vessel had a deck load about 2 ft. high, of 8 standards, or 31 tons weight, stated to have been well secured with chains and other lashings.	Pensacola -	Ardrossan -	15 (14 crew and 1 stow-away).	The Court of Inquiry found nothing to show how the vessel was lost. No blame appeared to attach to the owner. The deck load appeared to have been properly secured, and there was no evidence that it was too heavy. Vessel was not overladen, and there was no evidence to warrant the Court in holding that the ballast was otherwise than proper. It was composed partly of sand and partly of dirt, about 50 tons in all, and was no doubt of such a nature that it might wholly or partially have been pumped out during the voyage. It appeared to have been properly stowed, but the evidence did not show whether the pumps were properly protected from the ballast or not.
Mahogany (362 tons) - -	Had a deck load weighing 22 tons.	Santa Anna, Mexico.	Portland, Dorsetshire, for orders.	8	An Inquiry was held by an Inspector appointed by the Board of Trade, who found there was every reason to suppose that the "Chagford" encountered very severe weather on her homeward voyage which might perhaps account for her loss.
Logwood (675 tons) - -	No deck load - - -	Grand Saline, Hayti.	Cork or Pal-mouth.	19	Her Majesty's Consul at Port au Prince, Hayti, reported that in his vessel the "G. P. Payzant" was perfectly seaworthy when she sailed. She was visited by surveyors previous to sailing on her outward voyage, and was then apparently in good condition.
Sawn pitch pine timber, and deals (about 900 loads).	Had a small deck load, but only sufficient to trim the vessel by the stern.	Mobile -	Newcastle-on-Tyne.	13	Her Majesty's Vice-Consul at Mobile reported that the cargo was properly stowed, and the vessel in a seaworthy condition, and well found at the time of sailing.
Logwood (616 tons) - -	No deck load - - -	Savannah Is Mar, Jamaica.	Fleetwood -	10	This vessel is supposed to have been lost in the cyclones of July and August. She was last seen by Lloyd's surveyor in May 1886, when she is said to have had a thorough overhaul. The cargo appears to have been stowed to the master's satisfaction.
Pitch pine timber (1,220 tons; and 40 to 50 tons of stone ballast).	No deck load. The cargo appears to have been well and carefully stowed by an experienced stevedore. No tween decks appear to have been laid, and beam fillings were supplied, so that the cargo above the beams rested upon the beam fillings, and not upon the beams, which, in the opinion of the Court, was a very desirable way of loading a cargo of pitch pine.	Pensacola -	Hull -	15	Five days after speaking the "Java" the master of the "Lady Dufferin" met with a hurricane, and he was of opinion that the "Java" encountered the dangerous part of it and foundered. The Court found that the vessel was in a good and seaworthy condition when she left Pensacola, and that she was not overladen, and were of opinion that the vessel met with the dangerous part of the storm mentioned by the master of the "Lady Dufferin," and in all probability foundered.
Pitch pine - - -	Had a deck load - - -	Mobile -	Queenboro', Kent.	15 (14 crew and 1 passenger).	Supposed by managing owner to have been run down in the English Channel. The master, who was part-owner, in his letters to the managing owner said he would keep a sufficient quantity of ballast in to make vessel safe, and that she could have taken more timber on deck but it was not worth waiting for.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Age, and Rig of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under-Deck.	Classification.	Name and Address of Owner.
1873. Not heard of since sailing on 11th February 1873.	"W. A. Rogers." 38,231. 13 years. Brigantine.	Liverpool, N.S.	Shelburne, N.S.	Wood	a. 163 b. 163 c.	Not classed -	(5) BOUND BETWEEN B. A. de Wolf, Liverpool, N.S.
1874. Not heard of since sailing on 10th August 1874.	"Ivanhoe." 46,595. 10 years. Schooner.	Auckland, N.Z.	Wanganui, N.Z.	Wood	a. 71 b. 71 c.	Not classed -	A. McGregor and H. F. Anderson, Auckland, N.Z.
Not heard of since leaving Shelburne, N.S., on 4th September 1874.	"Xagua." 61,786. 4 years. Brigantine.	Yarmouth, N.S.	Salmon River, N.S.	Wood	a. 160 b. 160 c.	B. Ver. 3/3, 6 years, fm. 3.70.	T. Killam, Yarmouth, N.S.
1876. Not heard of since sailing on 26th April 1876.	"Monarch." 23,226. 32 years. Ship.	London -	Blackwall -	Wood	a. 1,444 b. 1,364 c. 1,065	Ll. A1, red, 6.74	R. W. Morris, Bristol -
Not heard of since sailing on 5th December 1876.	"Ethel Bolton." 51,737. 11 years. Brigantine.	St. Andrew's, N.B.	St. Stephen, N.B.	Wood	a. 265 b. 265 c.	Not classed -	Z. Chipman, St. Stephen, N.B.
1878. Not heard of since sailing on 3rd October 1878.	"John Snow." 77,542. 22 years. Schooner.	Amherst, N.S.	Blue Hill, U.S.A.	Wood	a. 97 b. 97 c.	Not classed -	A. Grant, Shulce, N.S.
1879. Not heard of since sailing on 3rd March 1879.	"Pico." 76,963. 5 years. Brigantine.	London -	Portugal -	Wood	a. 175 b. 175 c. 142	B. Ver. 3/3, A.1.1, 6 years, 6.77, 6.77.	J. Teulon, London -
1881. Not heard of since sailing on 4th February 1881.	"Sarah Mandell." 36,320. 21 years. Barque.	Stockton -	Sherbrook, N.S.	Wood	a. 493 b. 481 c. 474	Not classed -	H. F. Craggs, Stockton -
Not heard of since sailing on 16th July 1881.	"Neptune's Car." 62,824. 11 years. Brig.	Brixham -	Brixham -	Wood	a. 218 b. 207 c. 218	Ll. 13 A1, 10.79	C. Pike, Brixham -
Not heard of since sailing on 16th August 1881.	"Mermaid." 70,169. 9 years. Schooner.	Fleetwood -	Troon -	Wood	a. 145 b. 132 c. 145	Ll. 12 A1, 11.80	Porter's Shipping Co., Fleetwood.
Not heard of since passing Amherst, British Burmah, on 1st November 1881.	"Nesutan." 69,321. 18 years. Ship.	Moulmein -	Medford, U.S.A.	Wood	a. 987 b. 935 c. 869	Not classed -	S. R. M. P. Chetty, Moulmein.
Not heard of since sailing on 4th December 1881.	"W. H. Brookfield." 75,790. 1 year. Schooner.	Port Medway, N.S.	Port Medway, N.S.	Wood	a. 55 b. 55 c.	Not classed -	J. Hutt, Port Medway, N.S.
1882. Not heard of since sailing on 15th November 1882.	"L. J. Carney." 85,979. New. Schooner.	St. John, N.B.	Black River, N.B.	Wood	a. 179 b. 179 c.	B. Ver. 3/3 for 12 years from 7.82. 7.82.	J. A. Likely, St. John, N.B.
1883. Not heard of since sailing on 4th January 1883.	"Lulu." 69,968. 10 years. Brigantine.	St. John, N.B.	St. John, N.B.	Wood	a. 299 b. 299 c. 299	Not classed -	A. Mills, St. John, N.B.
1884. Not heard of since leaving Dunedin, N.Z., on 10th June 1884.	"Tauranga." 46,527. 21 years. Schooner.	Dunedin, N.Z.	Mechanic's Bay, N.Z.	Wood	a. 61 b. 61 c. -	Not classed -	J. Duncan, Dunedin, N.Z.
Not heard of since 26th September 1884.	"Sarah Crowell." 42,339. 22 years. Brigantine.	Yarmouth, N.S.	Barrington, N.S.	Wood	a. 148 b. 148 c. -	Not classed -	J. A. Finnegan, Galway
1885. Not heard of since sailing on 21st October 1885.	"Napier." 59,846. 18 years. Barque.	Quebec -	Quebec -	Wood	a. 1,203 b. 1,177 c. 1,084	(a) Ll. A1 in Red. (b) 5.84.	J. G. Ross, Quebec -
Not heard of since sailing on 26th December 1885.	"R. Leach." 80,636. 28 years. Schooner.	Yarmouth, N.S.	Maine, U.S.A.	Wood	a. 99 b. 99 c. -	Not classed -	H. E. Oakes, Weymouth, N.S.
1887. Passed bottom upwards in lat. 41° N., lon. 69° W., on 7th April 1887.	"Clotilde." 80,155. 15 years. Schooner.	St. John, N.B.	Westfield, N.B.	Wood	a. - b. 122 c. -	Not classed -	J. Donoghue, St. John, N.B.
Not heard of since sailing on 20th July 1887.	"Aydon Forest." 70,390. 13 years. Barque.	N. Shields -	Sunderland -	Wood	a. 522 b. 500 c. 484	Not classed -	W. Davison, Alnwick -

SHIPS—MISSING—continued.

Cargo.		Voyage.		Lives lost.	Remarks, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To	No. of Crew, and Passengers, if any.	
PORTS ABROAD.					
Lumber	Not stated whether a deck load was carried.	Liverpool, N.S.	Barbadoes	8	—
Sawn timber (59,509 feet, or 118 tons measurement).	Not stated whether a deck load was carried.	Auckland, N.Z.	Levuka, Fiji	6	—
Lumber	Had a deck load	Yarmouth, N.S.	Barbadoes	7	—
Teak (1,540 tons)	Probably did not have a deck load.	Rangoon	Bombay	28	It was suggested that the "Monarch" was unseaworthy and overladen when she left Rangoon. She is reported to have capsized, and to have been seen bottom up off Bombay. Inquiry not held, as owner was dead.
Shooks (about 337 tons, including some on deck).	Had a deck load, quantity not stated.	St. John, N.B.	Cardenas	8	—
Timber, 175 tons	Stated to have been stowed lengthwise of vessel in usual manner.	Shulee, N.S.	New York	5	Owner states it is supposed this vessel was lost in a heavy gale, together with several other vessels that were in her company and laden with the same description of cargo.
Logwood (quantity not stated)	Not stated whether a deck load was carried.	Laguna, Mexico	Antwerp	8	—
Pitch pine timber (693 tons)	Had a deck load. The stevedore stated that "the cargo was stowed properly, and in the same form as all similar cargoes were loaded."	Pensacola	Dordt	13	The Wreck Commissioner could not say that this vessel had insufficient freeboard, although she was very deeply laden. He found there was no evidence to show the cause of her loss, but considering her age, that she was originally built of soft wood, was weak in construction, and apparently had been but indifferently kept up, it was quite possible that she foundered in the first severe gale she encountered. The evidence as to deck load was very unsatisfactory. According to one witness, vessel had a deck load of two tiers of hewn timber, about 3 feet high. The stevedore could not say whether vessel had a deck load or not, while the pilot believed she had a deck load, but whether of one or two tiers he could not remember.
Cedar wood (300 tons)	Had a deck load, dimensions not stated.	Turpan, Mexico	New York	8	—
Lumber	Not stated whether a deck load was carried.	New York	Island of Sta. Margarita (Venezuela).	7 (4 crew and 3 passengers.)	—
Teak timber (1,138 tons)	Not stated whether a deck load was carried.	Moulmein	Bombay	35 (32 crew and 3 passengers.)	—
Lumber	Not stated whether a deck load was carried.	Port Medway, N.S.	Boston, Mass.	9 (5 crew and 4 passengers.)	—
Lumber (quantity not stated)	Had a deck load, dimensions not stated.	St. John, N.B.	Barbadoes	7	—
Pitch pine	Had a deck load, dimensions not stated.	Brunswick (Ga.)	Santos (Brazil)	9 (8 crew and 1 passenger.)	—
Timber, flour, and salt meat. No further information.	Not stated whether a deck load was carried.	Port Chalmers, N.Z.	South Sea Islands.	7 (6 crew and 1 passenger.)	—
Lumber, &c. Quantity not stated.	Had a deck load. Dimensions not stated.	New York	Aux Cayes, Hayti.	9 (7 crew and 2 passengers.)	—
Pitch pine, deals, and lumber, which consisted of 2, 3, and 4 inch deals, and step planks and short battens from 8 feet long upwards.	The cargo was properly stowed and wedged. There was no deck load except inside of main hatch house and forward under fore-castle, all 8 and 10 feet step planks. The vessel looked to be all right except her rudder.	Pensacola	Antwerp	15	It was reported that the "Napier's" rudder and sternpost were in bad condition, and that vessel must have proceeded quite deeply laden, considering those defects, her age, and the season of the year.
Wood and lumber	Had a deck load. Dimensions not stated.	Weymouth, N.S.	Boston, Mass.	6	Supposed to have met a storm which arose on the day vessel sailed. She was subsequently seen several times abandoned, dismasted, and on her beam ends.
Deals (weight unknown)	Had a deck load	St. John, N.B.	New York	5	This vessel is supposed to have capsized in a heavy gale on April 2nd, 1887.
Wood goods. About 675 tons.	Had a deck load of 2 tiers of timber. Owner says the small deck load would be stowed on the lower deck amidships.	Mobile	Havre	11	This vessel left Grangemouth in November 1885, after being overhauled and repaired, and was trading in the Gulf of Mexico until the 20th July 1887. The owner supposes the vessel was lost in a hurricane which occurred on the 22nd July. He says the master knew vessel was not fully insured, and was charged not to overload her.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Age, and Rig of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under-Deck.	Classification.	Name and Address of Owner.
1889. Not heard of since sailing on 21st August 1889.	"C. E. White." 92,354. Schooner. 3 years.	St. John, N.B.	St. John, N.B.	Wood	a. 227 b. 227 c.	(a) B. Ver. 3/3. A.I.L. from 8.86. (b) 11.86.	(b) Bound between F. S. Bonnell, St. John, N.B.
Not heard of since sailing in 1889.	"Addie Benson." 64,034. Brigantine. 17 years.	Sydney, C.B.	Bear River, N.S.	Wood	a. 377 b. 377 c.	Not classed	D. McKean, Little Glace Bay, N.S.
1873. Not heard of since sailing about 19th November 1873.	"Countess Fortescue." 13,426. 45 years. Dandy.	Bristol	Barnstaple	Wood	a. 48 b. 48 c.	Not classed	(c) IN UNITED KINGDOM J. Goode, Bristol
Not heard of since sailing on 21st November 1873.	"Florence." 62,373. 20 years. Schooner.	Inverness	Holland	Wood	a. 98 b. 98 c.	Not classed	J. Simes, Elgin
Not heard of since sailing in 1873.	"Frolic." 6,268. 32 years. Schooner.	Gloucester	Weymouth	Wood	a. 99 b. 99 c.	L.L. A.L. Red. 5.73.	T. Bartlett, Weymouth
1883. Not heard of since sailing on 24th January 1883.	"Earnest." 29,856. 22 years. Ketch.	Ipswich	Ipswich	Wood	a. 86 b. 86 c.	Not classed	A. Dale, Shotley, Suffolk
Not heard of since sailing on 3rd November 1883.	"Duguesclin." 76,206. Age unknown. Ketch.	Newcastle-on-Tyne.	Unknown	Wood	a. 56 b. 56 c.	Not classed	E. Clarkson, Sunderland
1884. Not heard of since sailing on 15th March 1884.	"Emily." 6,412. 44 years. Schooner.	Milford	Swansea	Wood	a. 92 b. 85 c. 92	Not classed	J. Davis, Milford
1887. Not heard of since sailing on 14th February 1887.	No name. Not registered. 10 years. Lug sail.	Not registered	—	Wood	a. 1 b. 1 c.	Not classed	J. Scott, Ayre, Sanday, Orkney Isles.
1873. Not heard of since sailing on 1st February 1873.	"Matilda." 38,860. 5 years. Schooner.	Sydney, N.S.W.	McLeay River, N.S.W.	Wood	a. 42 b. 42 c.	Not classed	(d.) IN FOREIGN AND COLONIAL E. Hubmer, Sydney, N.S.W.
1874. Not heard of since being seen off Banks' Peninsula in October 1874.	"Kaituna." — New. Schooner.	Lyttelton, N.Z.	—	Wood	a. 47 b. 47 c.	Not classed	W. Brownlee, Havelock, N.Z.
1875. Not heard of since 7th July 1875.	"Pearl." 53,996. 2 years. Schooner.	Lyttelton, N.Z.	Canterbury, N.Z.	Wood	a. 59 b. 59 c.	Not classed	H. McClellan, Lyttelton, N.Z.
1876. Not heard of since sailing on 17th June 1876.	"Britain's Pride." 20,695. 18 years. Brig.	Wellington, N.Z.	Jersey	Wood	a. 178 b. 178 c.	Not classed	Beck & Tonks, Wellington, N.Z.
1878. Not heard of since sailing on 6th March 1878.	"Merchant." 69,391. 14 years. Ship.	Melbourne	Boston, U.S.A.	Wood	a. 1,069 b. 1,069 c. 972	Not classed	H. Moss, Melbourne
Not heard of since sailing on 7th March 1878.	"Kate Conley." 59,535. 9 years. Barque.	Melbourne	McLeay River, N.S.W.	Wood	a. 154 b. 154 c.	Not classed	W. Sloane and R. J. Jeffray, Cairns, Queensland.
1880. Not heard of since sailing on 2nd July 1880.	"Three Brothers." 46,530. 18 years. Cutter.	Auckland, N.Z.	Auckland, N.Z.	Wood	a. 26 b. 26 c.	Not classed	J. Blair, Auckland, N.Z.
Not heard of since 3rd July 1880.	"Jane Hannah." 61,003. 10 years. Schooner.	Dunedin, N.Z.	Otago, N.Z.	Wood	a. 52 b. 52 c.	Not classed	W. Guthrie, Dunedin, N.Z.
Not heard of since 27th October 1880.	"Wahapee." 50,900. 15 years. Cutter.	Auckland, N.Z.	Wahapee Bay, N.Z.	Wood	a. 15 b. 15 c.	Not classed	R. G. Gibbons, Gisborne, N.Z.
1881. Not heard of since sailing in 1881.	"School Boy." 49,284. 17 years. Barque.	Sydney, N.S.W.	Richmond River, N.S.W.	Wood	a. 160 b. 160 c.	Not classed	W. Pratt, Sydney, N.S.W.
1882. Not heard of since sailing on 22nd April 1882.	"Jessie." 57,543. 7 years. Ketch.	Dunedin, N.Z.	Tasmania	Wood	a. 28 b. 28 c.	Not classed	R. G. Gibbons, Gisborne, N.Z.
Not heard of since sailing on 17th May 1882.	"Josephine." 70,336. 7 years. Schooner.	Auckland, N.Z.	Shortland, N.Z.	Wood	a. 66 b. 66 c.	Not classed	Freeman and Wylds, Palmerston, N.Z.
1884. Not heard of since sailing on 17th January 1884.	"Wonga Wonga." 74,891. 8 years. Ketch.	Sydney, N.S.W.	Terrigal, N.S.W.	Wood	a. 56 b. 56 c.	Not classed	T. Davis, Brisbane Water, N.S.W.
Not heard of since being seen off Bulli, N.S.W., on 29th May 1884.	"Cushat Doc." 3 years. Schooner.	Newcastle, N.S.W.	Lake Macquarie, N.S.W.	Wood	a. 31 b. 31 c.	Not classed	R. Muirhead, Newcastle, N.S.W.
1887. Not heard of since sailing, about 3rd May 1887.	"Celestia." 43,019. 33 years. Barque.	Dunedin, N.Z.	Dixbury, U.S.A.	Wood	a. 225 b. 225 c.	Not classed	A. J. G. Gibbs, Auckland, N.Z.
Not heard of since leaving Mercury Bay, N.Z., on 6th July 1887.	"Columbia." 57,837. 15 years. Schooner.	Auckland, N.Z.	New Zealand	Wood	a. 46 b. 46 c.	Not classed	J. Hamond, Auckland, N.Z.

SHIPS—MISSING—*continued.*

Cargo.		Voyage.		Lives lost.	Remarks, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To	No. of Crew, and Passengers, if any.	
Ports abroad—continued.					
Lumber. Quantity not stated	Had a deck load; dimensions not stated.	Digby, N.S.	Cienfuegos	7	—
Lumber - - -	Not stated whether a deck load was carried.	Port Medway, N.S.	South America	Unknown, say 8.	—
COASTING TRADE.					
Timber and porter - -	Had a deck load - -	Dublin -	Preston -	3	From the appearance of the mizen mast, which was washed ashore near Southport, the "Countess Fortescue" is supposed to have been run down.
Railway sleepers - -	No deck load - -	Lossiemouth -	Sunderland -	5	—
Pitwood - - -	Not stated whether a deck load was carried.	Cork -	Barrow-in-Furness.	7	—
Timber (about 100 tons) -	Owner says, vessel probably had a deck load, but it would be less than usual.	Ipswich -	Newcastle -	4	Supposed to have foundered during the heavy gale of the 25th January 1883.
Pit-props - - -	No deck load - -	Aberdeen -	Leven -	3	—
Pit-props (about 100 tons) -	No deck load - -	Tralee -	Barrow -	5	Supposed to have been run down. Wreckage belonging to the vessel was washed ashore at Islay.
Wood - - -	No deck load - -	Kirkwall -	Sanday -	2	A small unregistered lug-rigged boat. She is supposed to have been lost near Sanday, as three of her oars were picked up near there.
LOCAL TRADES.					
Timber - - -	Not stated whether a deck load was carried.	McLeay, N.S.W.	Sydney, N.S.W.	10 (7 crew, 3 passengers).	—
Wood - - -	Had a small deck load for trimming purposes.	Havelock -	Oamaru -	4	—
Timber, 40,000 feet, and 71 sacks of grass seed.	Had a deck load; dimensions not stated.	Auckland, N.Z.	Lyttelton, N.Z.	5	—
Timber and fruit - -	No deck load - -	Hobart Town, Tasmania.	Wellington, N.Z.	12 (8 crew, 4 passengers).	Stated to have just been thoroughly overhauled at Hobart Town, and to have been well found in everything. Supposed to have foundered in very tempestuous weather which prevailed a few days after she sailed.
Cedar, 500 logs, or about 800 tons dead weight.	Had a small deck load to trim her.	Port Hinchinbrook, Queensland.	Melbourne -	21 (17 crew, 4 passengers).	The owner supposes that the vessel was lost in a tornado which raged on the 8th March 1878. Portions of her wreck were afterwards picked up.
Cedar (99 logs; 63,500 feet) -	No deck load - -	Brisbane -	Melbourne -	9	—
Firewood (about 35 tons) -	Had a deck load of about 8 tons.	Great Barrier, N.Z.	Auckland, N.Z.	3	This vessel is supposed to have foundered in Hauraki Gulf, N.Z.
Timber - - -	Not stated whether a deck load was carried.	Catlin's River, N.Z.	Lyttelton, N.Z.	say 3	This vessel is supposed to have been lost in a storm which prevailed on the 3rd and 4th of July 1880.
Firewood (16 tons) -	Had a deck load; dimensions not stated.	Gisborne, N.Z.	Waipawa River, Poverty Bay, N.Z.	None on board.	This vessel is supposed to have been swept away by the heavy fresh in Waipawa River, and to have foundered in Poverty Bay.
Timber - - -	Not stated whether a deck load was carried.	Richmond River, N.S.W.	Sydney, N.S.W.	9	The "School Boy" is supposed to have foundered near Port Stephens, N.S.W.
Timber (40 tons) -	Had a deck load; dimensions not stated.	Mercury Bay, N.Z.	Gisborne, N.Z.	3	—
Timber (about 90 tons) -	Had a deck load; dimensions not stated.	Foxton, N.Z.	Sydney, N.S.W.	5	Vessel is reported to have been in excellent trim.
Timber (about 5½ tons) -	No deck load - -	Nambucca, N.S.W.	Sydney, N.S.W.	4	Supposed to have foundered off Newcastle Bight, N.S.W., during a heavy squall.
Hard wood timber. (No further information.)	Not stated whether a deck load was carried.	Clyde River, N.S.W.	Sydney, N.S.W.	Unknown, say 5.	Supposed lost off Bulli, N.S.W., in a heavy gale.
Timber - - -	Not stated whether a deck load was carried.	Russell (Bay of Islands).	Hobart -	8	Supposed to have foundered at sea with all hands.
Timber and drain pipes -	Not stated whether a deck load was carried.	Auckland, N.Z.	Napier, N.Z.	4	This vessel is supposed to have foundered.

SUMMARY OF PART I.

TIMBER-LADEN SHIPS—FOUNDERED AND MISSING—VOYAGES.

Ships belonging to the United Kingdom and to British Possessions Abroad, Years 1873 to 1889.

Year.	FOUNDERED.																		Grand Total.			
	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.					
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.			
	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Ves-sels.	Lives Lost.	Vessels.	Lives Lost.		
1873	—	—	18	22	—	—	4	5	—	—	1	—	—	—	4	2	—	—	27	29	27	29
1874	—	—	14	29	—	—	5	—	—	—	—	—	—	—	2	—	—	—	21	29	21	29
1875	—	—	9	16	—	—	5	1	—	—	1	—	—	—	2	1	—	—	17	18	17	18
1876	—	—	8	28	—	—	2	—	—	—	—	—	—	—	4	18	—	—	14	46	14	46
1877	—	—	11	5	—	—	5	1	—	—	1	—	—	—	1	—	—	—	18	6	18	6
1878	—	—	8	—	—	—	6	6	—	—	—	—	—	—	2	—	—	—	16	6	16	6
1879	—	—	2	16	—	—	6	—	—	—	—	—	—	—	3	1	—	—	11	17	11	17
1880	—	—	26	55	—	—	5	3	—	—	—	—	—	—	3	1	—	—	34	59	34	59
1881	—	—	19	39	—	—	5	3	—	—	1	—	—	—	4	4	—	—	29	46	29	46
1882	1	—	2	1	—	—	2	—	—	—	1	1	—	—	4	—	1	—	9	2	10	2
1883	—	—	5	15	—	—	5	23	—	—	1	—	—	—	3	—	—	—	14	33	14	38
1884	—	—	4	9	—	—	1	—	—	—	1	—	—	—	3	—	—	—	9	9	9	9
1885	—	—	2	—	—	—	2	10	—	—	—	—	—	—	1	1	—	—	5	11	5	11
1886	—	—	7	3	—	—	4	—	—	—	3	—	—	—	1	—	—	—	15	3	15	3
1887	—	—	6	—	—	—	10	9	—	—	—	—	—	—	5	—	—	—	21	9	21	9
1888	—	—	1	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	6	4	8	4
1889	—	—	2	3	—	—	5	2	—	—	—	—	—	—	5	—	—	—	12	5	12	5
MISSING.																						
1873	—	—	9	115	—	—	1	8	—	—	3	15	—	—	1	10	—	—	14	148	14	148
1874	—	—	5	85	—	—	2	13	—	—	—	—	—	—	1	4	—	—	8	102	8	102
1875	—	—	2	44	—	—	—	—	—	—	—	—	—	—	1	5	—	—	3	49	3	49
1876	—	—	1	8	—	—	2	36	—	—	—	—	—	—	1	12	—	—	4	56	4	56
1877	—	—	2	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	34	2	34
1878	1	20	2	24	—	—	1	5	—	—	—	—	—	—	2	30	1	20	5	59	6	79
1879	—	—	1	10	—	—	1	8	—	—	—	—	—	—	—	—	—	—	2	18	2	18
1880	—	—	6	109	—	—	—	—	—	—	—	—	—	—	3	6	—	—	9	115	9	115
1881	—	—	10	148	—	—	5	72	—	—	—	—	—	—	1	9	—	—	16	229	16	229
1882	—	—	1	17	—	—	1	7	—	—	—	—	—	—	2	8	—	—	4	32	4	32
1883	—	—	5	97	—	—	1	9	—	—	2	7	—	—	—	—	—	—	8	113	8	113
1884	—	—	2	36	—	—	2	16	—	—	1	5	—	—	2	9	—	—	7	66	7	66
1885	—	—	3	42	—	—	2	21	—	—	—	—	—	—	—	—	—	—	5	63	5	63
1886	—	—	6	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	83	6	83
1887	1	18	2	25	—	—	2	16	—	—	1	2	1	6	2	12	2	24	7	55	9	79
1888	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1889	—	—	1	15	—	—	2	15	—	—	—	—	—	—	—	—	—	—	3	30	3	30
TOTAL.																						
1873	—	—	27	137	—	—	5	13	—	—	4	15	—	—	5	12	—	—	41	177	41	177
1874	—	—	19	114	—	—	7	13	—	—	—	—	—	—	3	4	—	—	29	131	29	131
1875	—	—	11	60	—	—	5	1	—	—	1	—	—	—	3	6	—	—	20	67	20	67
1876	—	—	9	36	—	—	4	36	—	—	—	—	—	—	5	30	—	—	18	102	18	102
1877	—	—	13	39	—	—	5	1	—	—	1	—	—	—	1	—	—	—	20	40	20	40
1878	1	20	10	24	—	—	7	11	—	—	—	—	—	—	4	30	1	20	21	65	22	85
1879	—	—	3	26	—	—	7	8	—	—	—	—	—	—	3	1	—	—	13	35	13	35
1880	—	—	32	164	—	—	5	3	—	—	—	—	—	—	6	7	—	—	43	174	43	174
1881	—	—	29	187	—	—	10	75	—	—	1	—	—	—	5	13	—	—	45	275	45	275
1882	1	—	3	13	—	—	3	7	—	—	1	1	—	—	6	8	1	—	13	34	14	34
1883	—	—	10	112	—	—	6	32	—	—	3	7	—	—	3	—	—	—	22	151	22	151
1884	—	—	6	45	—	—	3	16	—	—	2	5	—	—	5	9	—	—	16	75	16	75
1885	—	—	5	42	—	—	4	31	—	—	—	—	—	—	1	1	—	—	10	74	10	74
1886	—	—	13	86	—	—	4	—	—	—	3	—	—	—	1	—	—	—	21	86	21	86
1887	1	18	8	25	—	—	12	25	—	—	1	2	1	6	7	12	2	24	23	64	30	88
1888	—	—	1	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	6	4	8	4
1889	—	—	3	18	—	—	7	17	—	—	—	—	—	—	5	—	—	—	15	35	15	35

PART II.—TIMBER-LADEN SHIPS—MISCELLANEOUS
CASUALTIES ATTENDED WITH LOSS OF LIFE, 1873 to 1889.

PART II.—TIMBER-LADEN SHIPS—MISCELLANEOUS

DETAILED LIST of BRITISH SHIPS reported to the BOARD OF TRADE as having met with Missing) which were attended with Loss of Life between the 1st of

(1.) Steamships.

The Cases in each Division being further

(a.) Bound to Ports in the United Kingdom.

(b.) Bound between Ports Abroad.

Note.—Timber-Laden Ships which met with Casualties unattended with Loss of Life are not shown in this Return.

(1.) STEAM-

Date of Casualty.	Name, Official Number, Age, and Classification of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	a. Length. b. Breadth. c. Depth.	Tonnages. a. Gross Register. b. Net Register.
1875.						(a.) BOUND TO PORTS IN
13 October -	"Prospero." 56,261. 8 years. Ll. A.C. 1 1. 73.	Hull - - -	Hull - - -	Iron - -	a. 195'0 b. 26'1 c. 13'8	a. 579 b. 487
1881.						
22 October -	"Glenavon." 67,328. 9 years. (a.) Ll. 90 A. 1. (b.) 9. 81.	Newcastle-on-Tyne -	N. Shields - -	Iron - -	a. 213'5 b. 28'6 c. 15'1	a. 864 b. 545
1882.						
16 November -	"King's Lynn." 77,334. 3 years. (a.) Ll. 100 A. 1. (b.) 12. 81.	Lynn - - -	Middlesbro - -	Iron - -	a. 180'6 b. 25'5 c. 13'9	a. 589 b. 380
1889.						
4 December -	"Stanhope." 86,941. New (a.) Ll. 100 A. 1. (b.) 12. 82.	W. Hartlepool - -	W. Hartlepool - -	Iron - -	a. 244'0 b. 33'1 c. 15'8	a. 1,367 b. 873
1889.						
23 August -	"Lilian." 88,751. 6 years (a.) Ll. 100 A. 1. (b.) 6. 88.	Newcastle-on-Tyne -	Wallsend - -	Iron - -	a. 170'0 b. 27'3 c. 12'5	a. 557 b. 346

CASUALTIES ATTENDED WITH LOSS OF LIFE, 1873 to 1889.

MISCELLANEOUS CASUALTIES (*i.e.*, other than Foundering, Strandings, Collisions, or Vessels January 1873 and the 31st of December 1889, in Two Divisions, viz. :—

(2.) Sailing Ships :—

classified according to whether the Ships were—

- (*c.*) In United Kingdom Coasting Trade.
(*d.*) In Foreign and Colonial Local Trades.

In sixteen cases included in the Return the Registers of the Vessels were closed in consequence of the Casualties.

SHIPS.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	Place of Casualty.	State of Weather at Time of Casualty.	Nature of Casualty and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
THE UNITED KINGDOM.								
Sleepers - -	Had a deck load -	Riga -	Grimsby -	16	2	East end of Dogger Bank, North Sea.	E.S.E. 10 -	Struck by a very heavy sea, starboard lifeboat, gangway doors, part of deck load carried away, and two seamen washed overboard and drowned. Water was shipped in the engine-room until the room was nearly full, when vessel was towed on to the mud at Grimsby.
Sleepers, 1,020 tons	Had a deck cargo of 97 tons measurement upon arrival at Lynn.	Riga -	Lynn -	16	1	Lat. 55. 20 N., Lon. 3. 20 E., North Sea.	E. by S. 10 -	A heavy sea broke over vessel, carried away bridge, bulwark, &c., and washed overboard a portion of the deck cargo and the second mate.
Timber - -	Had a deck cargo 2 ft. 10 ins. deep, spread from side to side, right fore and aft. The height of the bulwark was about 4 ft. Stanchions were fixed between the bulwarks and the cargo, and a rope was run along the top of them inside the rail. The rope was breast high when a man was standing on the cargo.	Dantzic -	Lynn -	14	1	Dogger Bank, North Sea.	E.S.E. 10 -	Vessel encountered a gale with a heavy sea. The deck cargo got adrift, and some of it was washed overboard. While engaged in securing the deck cargo, one of the hands was washed away.
Sleepers - -	Had a deck load of fir sleepers, which on arrival was 3 ft. high, and measured 15' 66 tons.	Riga -	W. Hartlepool.	20	1	170 miles E. by N. of Flamborough Head, North Sea.	S.E. 12 -	Encountered heavy weather. Split fore trysail, stove two lifeboats, damaged deck fittings, and steam steering gear. A portion of deck cargo was washed overboard. A heavy sea washed overboard one of the hands who were endeavouring to take in the fore trysail, and he was lost before aid could be rendered.
Timber, 600 tons -	Had a deck load 7 or 8 ft. high. Stanchions were placed about 4 or 5 ft. above the deck load, and 2 rows of deals were put in lieu of bulwarks, besides ladders and ropes.	Archangel (Sailed 13 Aug. 1889.)	Plymouth	14	1	Lat. 59° 5' N., Lon. 3° 10' E., North Sea.	N.W. 6 -	This vessel was under full steam, and after setting the foretopsail, the mate and boatswain were putting a lashing through the clew of the sail, when the ship gave a heavy lurch to leeward, causing the sail to flap to windward. The sudden jerk on the sheet caused the chain strop to break. The sail flying forward, knocked the mate down, and by some means not shown, the boatswain fell overboard. Surveyor says too much care cannot be taken to ensure the safe working of the fore and aft sails on board vessels carrying high deck loads, as well as having good barricades for the protection of the crew.

(1.) TIMBER LADEN STEAMSHIPS.—Miscellaneous

Date of Casualty.	Name, Official Number, Age, and Classification of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	a. Length. b. Breadth. c. Depth.	Tonnages. a. Gross Register. b. Net Register.
(b.) BOUND BETWEEN						
1887.						
9 December -	"Skyro." 81,469. 7 years (a.) Ll. 100. A. 1. (b.) 11. 87.	Sunderland -	Sunderland -	Iron -	a. 227.5 b. 32.0 c. 16.1	a. 1,142 b. 731
1888.						
24 November -	"Sunrise." 86,596. 5 years Ll. 100. A. 1.	West Hartlepool -	Middlesbro' -	Iron -	a. 230.0 b. 32.0 c. 15.4	a. 1,233 b. 789
(c.) IN UNITED KINGDOM						
Nil.						
(d.) IN FOREIGN AND						
1883.						
22 August -	"Woodside." 72,680. 5 years Not classed.	Victori, B.C. -	Sooke, B.C. -	Wood -	a. 70.0 b. 15.2 c. 6.5	a. 50 b. 33

Casualties with Loss of Life—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	Place of Casualty.	State of Weather at Time of Casualty.	Nature of Casualty and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
PORTS ABROAD.								
Deals, 950 tons	The cargo consisted of 480 standards of deals, of which 110 were stowed on deck, the weight of which the master estimated at 50 to 55 tons. The deck load was stowed on the main (well) deck, 10 ft. high, on the lower bridge about 2½ ft. high, and on the after or quarter deck about 6 ft. high. There was a clear deck of 10 ft. forward from the taffrail, also around the cabin skylight, companion, masts, and winches. The topgallant forecstle was also clear with a 3 ft. wide clear space, from the bulwarks on each side to the deck cargo. The deck load was secured by upright deals against the bulwarks, standing high at the upper ends above for the protection of the crew, and was further secured by being lashed down by wire rope from the bulkhead stanchions. The deck cargo never shifted during the voyage. No life lines or other means of protection were provided for the safety of the crew, in getting fore and aft the ship, on the top of the deck cargo.	Sundsvall	Dordt	17	2	Lat. 54° 51' N., Lon. 6° 21' E., North Sea.	N.W., 10	This vessel was holed during a gale, with the chief mate, boatswain, and carpenter on the deck cargo fixing a stanchion between the deck cargo and the rail on the port side. The vessel suddenly dropping her stern into the sea, a volume of water came on board and knocked the men overboard. The boatswain, however, succeeded in getting on board again. The Court of Inquiry found that when the vessel left Sundsvall she was in such an unsatisfactory state by reason of her heavy deck cargo, that the lives of the crew were endangered. They further found that the casualty was caused by the vessel shipping a heavy sea, and being insufficiently protected at the after end of the deck cargo, for which the master was found in default, and his certificate was suspended for three months.
Deals, boards, and timber, about 1,200 tons (480 standards). She also had 130 tons of water ballast in her after tank, and 80 in her fore tank. Her draft was 17 ft. aft and 10 forward.	The deck load was about 8 ft. 6 in. above the deck forward, and 6 ft. 6 in. aft. It consisted of 130 tons of deals, boards, and timber, placed on the after, main, and bridge decks, heavy pieces of timber being placed underneath in the fore well, and light deals on top. It was secured by shores and chain lashings over all, with uprights to keep the deals on board, to which life-lines were attached, extending along the sides fore and aft and amidships.	Sundsvall (Sailed on 13th Nov. 1889.)	Brest	17	1	North Sea	W.S.W., 5	On the 24th November the wind increasing, vessel rolled heavily, and the master gave orders to jettison a portion of the deck load. While casting off the lashings to do this an ordinary seaman, who was with two others on the top of the deals, was by a sudden lurch pitched overboard, the deals following him. Vessel arrived at Brest with the loss of 30 standards of her cargo. The Court of Inquiry were of opinion that the deck cargo was too bulky, but was properly secured. The evidence showed that it is a very usual custom for English ships to carry large deck cargoes of timber to Continental ports. In this case the ship was chartered to carry 500 standards. Her usual cargo was 520, but the master would take only 480 standards. The Court could not say such a cargo was unjustifiable, but they thought the master erred in judgment in not further reducing it. They also found that the man fell overboard while jettisoning the deck load, and although they did not hold the master in default, they were of opinion that he committed an error of judgment in carrying so high a deck load in the winter season.
COASTING TRADE.								
Nil.								
COLONIAL LOCAL TRADES.								
Lumber	Had a deck load	Sooke, B.C.	Victoria, B.C.	5	1	Victoria, British Columbia.	—	A leaky tube had been plugged with cedar, secured with iron plates and connected with a through ½ iron rod set up with nuts at each end. This rod broke, and the steam forced out the plug. The steamer had been in port an hour when the accident occurred.

(2.) TIMBER LADEN SAILING SHIPS—MISCELLANEOUS

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
							(a) BOUND TO PORTS IN
1873.							
27 January -	"Louisa." 28,741. Barque. 12 years.	London -	South Shields -	Wood	b. 903	Ll. A1. continued in 1872 for 8 years.	H. S. Edwards, South Shields
24 November -	"Lotus." 6,048. Ship. 33 years.	Bristol -	St. John, N.B. -	Wood	a. 843 b. 819 c. 772	Ll. Æ. 1. S.S. 4 years from 1870. 3.73.	H. Fry, Quebec - -
31 December -	"Industry." 65,347. Schooner. 2 years.	Peterhead -	Boddam, Aberdeenshire.	Wood	b. 77	Not classed - -	J. Stephen, Boddam -
1874.							
11 January -	"Gananogue." 33,377. Barque. 17 years.	Newcastle-on-Tyne.	Quebec - -	Wood	a. 785 b. 785 c. 723	Not classed - -	T. W. Hughes, Newcastle-on-Tyne.
9 February -	"Madras." 1890. Ship. 20 years.	Port Glasgow -	Kingston, N.B.	Wood	a. 1,251 b. 1,251 c. 1,251	Not classed - -	R. G. Sommerville, Port Glasgow.
26 February -	"Memory." 42,466. Barque. 19 years.	Liverpool -	Unknown -	Wood	a. 257 b. 257 c. 257	Not classed - -	M. Mark, Liverpool -
25 August -	"White Rose." 69,624. Ship. New.	Quebec - -	Point Levis -	Wood	b. 1,528	Ll. 9. A., 7.74 - -	J. G. Ross, Quebec - -
26 September	"Rajah of Sarawak." 3,967. Barque. 24 years.	Liverpool -	Bideford -	Wood	a. 494 b. 484 c. 432	Not classed - -	J. G. Widdicombe, Liverpool
16 October -	"Leah." 53,688. Brig. 9 years	Aberystwith -	Prince Edward Island.	Wood	b. 245	Ll. A 1. in red, 1.74 -	T. Jones, Aberayron, Cardiganshire.
16 October -	"Sarah M. Smith." 59,262. Barque. 5 years.	St. John, N.B. -	Dorchester, N.B.	Wood	b. 774	B. Ver. 3/3 A 1. 1. for 8 years from 9.69, 11.72.	W. Hickman, Dorchester, N.B.
29 November -	"United." 1,466. Brig. 24 years.	Whitby -	Hartlepool -	Wood	a. 307 b. 298 c. 301	Not classed - -	C. V. Wright & Co., Whitby
1875.							
About 25 Mar.	"Conference." 35,521. Ship. 19 years.	Bristol -	Richibucto, N.B.	Wood	a. 967 b. 967 c. 905	Not classed - -	C. Hill, Bristol - -
27 September -	"Isabella Walker." 56,450. Brigantine. 5 years.	Borrowstoness -	Inverkeithing -	Wood	a. 184 b. 179 c. 179	Ll. 8. A1, 5.75 -	J. Chalmers, Edinburgh -
- September	"Agile." 14,335. Brigantine. 34 years.	Ipswich -	Ipswich - -	Wood	a. -- b. 141 c. --	Ll. Æ 1., 10.74 - -	G. H. Hamby, Ipswich -

CASUALTIES WITH LOSS OF LIFE.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and Particulars of Deck Load, if any.	From	To					
THE UNITED KINGDOM.								
Timber. No further information.	Had no deck load when picked up, after being abandoned.	Quebec	Dundee	18	3	—	About 45 miles off the Lizard, English Channel.	This vessel was abandoned, waterlogged, and dismasted, but was picked up about a week afterwards and towed into port.
Timber. No further information.	No deck load	Quebec. (Sailed on 9th Nov. 1873.)	Cardiff	18	3	W. 10	Lat. 46° 3' N., Lon. 51° 11' W., N. Atlantic.	During a gale vessel shipped a very heavy sea over the stern, which washed overboard the master and the two men at the wheel, and also carried away wheel, poop bulwarks, cabin skylight, rail, &c.
Stave wood, 75 to 80 tons.	No deck load	Dantzic. (Sailed on 14th Dec. 1873.)	Peterhead	4	2	S.W. 7	Lat. 57° 45' N., Lon. 7° E.	While two A.B.'s were stowing the flying jib the jibboom broke, owing to the vessel pitching in a high cross sea, and the two men were thrown into the sea and drowned. Vessel then drove back to Skudesnes.
Timber and deals (993 loads).	Had a deck load, dimensions not stated.	Quebec	Greenock	17	1	S.S.W. 6. Squally and dense fog.	35 m. S.E. b. E. of Cape Race, N. Atlantic.	Struck an iceberg during a dense fog, and was abandoned. (A total loss.)
Wood, 1,320 tons	No deck load	Pensacola	The Clyde	24	1	S.S.W. 10	Lat. 50° 44' N., Lon. 28° 8' W., N. Atlantic.	While lying to, vessel shipped several heavy seas, one of which washed the boatswain overboard. Part of rails and bulwarks was also carried away, and covering boards at the bow started.
Mahogany and Logwood, about 320 tons.	No deck load, except some turtles.	Belize	Liverpool	12	1	S.W. 10	Off the Azores, N. Atlantic.	Vessel during a gale shipped several seas, lost one boat, had another smashed, bulwarks, &c. carried away, and upper main topsail split. The second mate was washed overboard and drowned.
Timber; stated to have had a full cargo, quantity not reported.	Had a deck load, dimensions not stated.	Quebec. (Sailed on 14th Aug. 1874.)	Liverpool	26	2	S.E. 4	Lat. 46° 40' N., Lon. 46° W., N. Atlantic.	About 12.15 a.m. on August 25th, the fore topmast suddenly went over the port side, carrying with it the main topmast, head of the mizen topmast, with gear, &c. Two men who had been in the foretop were found on the deck load, and one of them died in about four hours. At daylight another man was found dead on the foretop with the whole weight of the wreckage on him. Crew then wished to abandon vessel, but master refused. The Court of Inquiry found the casualty due to the defective condition of the fore topmast, which was a bad spar when put on board. They thought that when the casualty occurred a more diligent search should have been made for the man who was subsequently found on the foretop.
Timber (about 600 tons).	No deck load	Demerara. (Sailed on 2nd Sept. 1874.)	Queens-town.	14	1	W.S.W. 10	Lat. 44° 40' N., Lon. 38° 35' W., N. Atlantic.	This vessel in a gale had starboard bulwarks, stanchions, and rail, and a large portion of port bulwarks carried away, long boat smashed, galley stove, sails split, &c., &c., and lost one man.
Wood; no further information.	Not stated whether a deck load was carried.	Quebec. (Sailed on 29th Sept. 1874.)	Cardigan	9	1	— 10	Lat. 48° 56' N., N. Atlantic.	During a gale this vessel shipped a sea which smashed in cabin windows, flooded the deck, and washed away the boy. The rudder was also damaged.
Deals; no further information.	Had a deck load, dimensions not stated.	Miramichi. (Sailed on 3rd Oct. 1874.)	Barrow	14 and 1 passenger.	1 (crew).	W.N.W. 10	From off Ormes Head to Liverpool Bay.	A portion of the deck load was washed overboard on Oct. 14th. The man was lost on the 16th. Subsequently sails were blown away, and main yard carried away in the sling. Vessel was eventually towed to port with great difficulty after parting hawsers, &c.
Pit props; no further information.	Had a deck load; quantity not stated.	Laurvig. (Sailed on 25th Nov. 1874.)	Blyth	9	1	S.E. 11	50 miles E. of Tynemouth, North Sea.	Was struck by a heavy sea and thrown on beam ends while lying to. Nearly all the deck load was washed away, and vessel then righted. Deck load stated to have been too much for the vessel in the weather she encountered.
Timber and rosin, about 1,200 tons.	Had a deck load; quantity not stated.	Pensacola. (Sailed on 10th Mar. 1875.)	Bristol	22	1	N.E. 9	Abt. Lat. 38° N., Lon. 60° W., N. Atlantic.	Vessel encountered bad weather for about three weeks, and lost bulwarks, sails, &c. The seaman who was lost fell from the mainyard when about to shorten sail.
Timber and deals, 150 tons.	Had a deck load of about 20 deals.	Pillau, date of sailing not reported.	Grange-mouth.	7	2	S.W. 12	30 miles S.E. of Arendal, Norway.	A heavy sea during a storm washed away two of the crew, a few deals, and also the wheel, bulwarks, skylight, &c.
Wood, no further information.	Not stated whether a deck load was carried.	Sundsvall	Ipswich	6	6	—	N. Sea	Supposed to have met a heavy gale from the westward. Was found bottom up and dismasted, with no one on board, and towed into Langesund. Vessel's register closed.

(2.) TIMBER LADEN SAILING SHIPS.—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1875. 27 October	"Sea Flower." 45,875 Ship. 22 years.	Greenock	Michford, U.S.A.	Wood	a. 1,100 b. 1,100 c. 1,012	Not classed	R. Muir, Greenock
11 November	"Arran." 19,707. Ship. 14 years.	Glasgow	Quebec	Wood	a. 962 b. 962 c. 910	Not classed	J. Rankin, Liverpool
1876. 8 February	"Diligentia." 16,297. Barque. 19 years.	Sunderland	Sunderland	Wood	a. 605 b. 590 c. 575	Ll. A1. red, 9.75	J. Tedford, Belfast
3 March	"Britannia." 21,294. Brig. 18 years.	Montrose	Montrose	Wood	a. 291 b. 291 c. 232	Ll. rest, 74.5, A1. 5.74	J. Mitchell, Montrose
30 September	"Leonie." 74,109. Brig. New.	Charlottetown, P.E.I.	Mount Stewart, P.E.I.	Wood	b. 241	Ll. 7. A. 1., 8.76	J. J. Gillon, Charlottetown, P.E.I.
27 December	"Sheila." 72,224. Barque. 1 year.	St. John, N.B.	Moss Glen, N.B.	Wood	b. 967	B. Ver. 3/8 G. 1.1.9 years from 8.76, —.76.	G. Berteaux, St. John, N.B.
1877. 16 January	"Danube." 72,243. Barque. 1 year.	St. John, N.B.	St. John, N.B.	Wood	a. 673 b. 668 c. 574	Ll. 8 A. 3.76	J. Ruddock, St. John, N.B.
12 February	"Ottawa." 19,708. Ship. 34 years.	Glasgow	Quebec	Wood	a. 1,050 b. 1,050 c. 997	Ll. 4 A. 1 rest. 4.76	J. M. McAllister, Glasgow
27 October	"Blackwall." 50,120. Ship. 19 years.	London	Maine, U.S.A.	Wood	a. 1,190 b. 1,190 c. 1,117	Not classed	G. C. Trufant, London
23 October	"Westmoreland." 66,019. Brigantine. 4 years.	St. John, N.B.	Sackville, N.B.	Wood	a. 223 b. 218 c. 185	Ll. A—, 1.78	A. E. Botsford, Sackville, N.B.
4 December	"Courtenay." 51,149. Brig. 10 years.	London	Topsham, Devonshire.	Wood	a. 198 b. 185 c. 198	Ll. 14, A1., 3.75	T. Goldfinch, Whitstable
12 December	"Ocean Belle." 70,376. Brig. 3 years.	N. Shields	Blyth	Wood	a. 295 b. 283 c. 295	Ll. 8, A1., 7.77	R. Lough, Blyth
1878. 4 February	"Dagmar." 47,319. Barque. 21 years.	Liverpool	Boston, Mass.	Wood	a. 1,204 b. 1,178 c. 1,099	Not classed	T. Emerson, Newcastle
8 February	"Liverpool." 32,082. Ship. 23 years.	London	Quebec	Wood	a. 1,455 b. 1,455 c. 1,304	Not classed	J. Hall, Newcastle
4th March	"Glendower." 24,099. Barque. 23 years.	Liverpool	Quebec	Wood	a. 1,372 b. 1,342 c. 1,234	Not classed	T. Emerson, Newcastle

Casualties with Loss of Life--*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Teak timber; no further information.	Not stated whether a deck load was carried.	Rangoon, (Sailed on 27th Aug. 1875).	Falmouth	21	1	—	Between Port Natal and Algoa Bay.	A heavy sea carried away boat and part of bulwarks, and one man was lost.
Deals, 1,200 tons -	No deck load -	Quebec, (Sailed on 4th Nov. 1875).	London -	22	1	S.E. 9 - -	8 miles N.E. of St. Paul's Island, Gulf of St. Lawrence.	On 11th November, during a snow-storm, an A.B. fell overboard from the topgallant forecabin, and was drowned, although a boat was lowered and search made for an hour. On 24th December some sails were split during a gale off Innistrathull.
Timber, about 717 loads.	No deck load -	Pensacola; date of sailing not reported.	Grange-mouth.	15	1	N. 11 - -	Lat. 41° 2' N., Lon. 23° 30' W., N. Atlantic.	Vessel, while lying to in a hurricane, was struck by a heavy sea, which carried away stanchions, bulwarks, and rails, and the boatswain was washed overboard and drowned.
Mahogany; no further information.	Not stated whether a deck load was carried.	PortoCortez	Queens-town.	8	1	—	N. Atlantic -	This vessel is stated to have had rudder broken in trunk way, rudder head twisted, and bulwarks, sails, &c. carried away, presumably in stress of weather. No further information.
Deals - - -	Reported to have had "a heavy deck load." Every available space on deck was filled. The load reached above the main rail, was secured in usual way, and did not break adrift.	Shediac, N.B. (Sailed on 31st Aug. 1876).	Liverpool	7	3	E. 7 - -	Off Bray Strand, co. Dublin.	The master of the "Leonie" mistook the "Vanguard" lightship for the "Kish" lightship, and got his vessel into a very dangerous position. Finding that she was driving ashore, anchors were let go and signals of distress hoisted. The Kingstown lifeboat took off the crew, but capsized, and three seamen belonging to the "Leonie," and four of the lifeboat's crew were drowned. The "Leonie" was subsequently towed into Kingstown Harbour.
Deals (about 1,200 tons).	Had a deck load of 35 standards of deals.	New York (Sailed on 10th Nov. 1876).	London -	17 and 4 passengers.	1 (crew).	W.N.W. 9 -	Lat. 36° N., Lon. 60° W., N. Atlantic.	The "Sheila" met with heavy weather, lost sails, &c., and was obliged to jettison the whole of the deck cargo. Subsequently to the jettisoning of deck cargo she was struck by a heavy sea, and the chief mate was washed overboard.
Sawn deals (about 270 standards).	Upon arrival at Cork vessel had a deck load of 32'89 tons measurement.	St. John, N.B. (Sailed on 26th Dec. 1876).	Cork -	12 and 2 passengers.	2 (crew).	W. by N. 9 -	Lat. 51° 14' N., Lon. 25° 50' W., N. Atlantic.	This vessel was struck by a heavy sea, two men, who were steering, were washed overboard; part of deck load was carried away, and the vessel sustained damage.
Timber - - -	Had a deck load of 167 cubic feet upon arrival at Sunderland. No further particulars obtainable.	Moulmein	Sunderland, arrived on 28 Oct. 1877.	23	1	Cyclone -	Lat. 24° S., Lon. 64° 53' E., Indian Ocean.	The "Ottawa" encountered a cyclone, lost sails, and sprang a leak, &c. She put into Mauritius, where she had to discharge part of her cargo before being repaired. During the cyclone a man was washed overboard.
Deals (about 1,200 tons).	Had a deck load. Dimensions not stated.	Saguway River. (Sailed on 17th Oct. 1877.)	Liverpool	21 and 3 passengers.	3 (crew.)	N.W. by W. 11	Lat. 45° N., Lon. 46° W., N. Atlantic.	Whilst lying-to in a storm the "Black-wall" was struck by a heavy sea, and three men were washed overboard. The vessel sustained damage, the deck cargo was started, a portion of it washed overboard, and it was found necessary for the safety of the ship to jettison the remainder.
Deals, scantling, &c. (275 tons).	At time of casualty vessel had a deck load of about 50 tons stowed over the whole deck and secured with lashings.	Sackville, N.B. (Sailed on 10th Oct. 1877).	Chester -	8	1	W. 10 - -	Lat. 51° 12' N., Lon. 11° 35' W., N. Atlantic.	On October 13th vessel met with heavy weather, and shipped a sea which carried away the lashings and a part of the deck load forward. She also sustained damage to her sails and rigging, and on October 28th one of her crew was washed overboard.
Logwood (220 tons)	No deck load -	St. Lucia (Sailed on 3rd Nov. 1877).	Falmouth for orders.	9	1	S. by E. 7 -	Lat. 43° 20' N., Lon. 9° W., N. Atlantic.	The "Courtenay" was struck by a sudden squall, her jibboom was carried away, and a seaman was washed overboard.
Timber and iron (about 300 tons).	No deck load -	Stockholm (Sailed on 3rd Nov. 1877).	W. Hartlepool.	11	1	S.S.W. 9 -	Lat. 55° 40' N., Lon. 0° 30' E., North Sea.	During a strong gale and heavy sea the mainsail and foresail of the "Ocean Belle" were split, and whilst employed stowing and reefing sails, a seaman fell from the maintopsail yard and was drowned.
Timber (from 1,400 to 1,500 tons).	No deck load -	Pensacola (Sailed on 16th Jan. 1878).	Plymouth	20	2	W.S.W. 10 -	Lat. 35° 23' N., Lon. 62° 13' W., N. Atlantic.	During a gale this vessel lost sails, &c., and had her decks swept. One man fell from aloft and was killed, and another was washed overboard.
Teak (1,800 tons) -	No deck load -	Moulmein (Sailed on 13th July 1877).	London -	28	1	W.S.W. 8 -	Lat. 42° 30' N., Lon. 27° W., N. Atlantic.	The mizen guardboards of this vessel were washed away in a gale, sails were lost, &c., and a man fell from the main yard and was drowned.
Timber (1,200 tons)	No deck load -	Pensacola. (Sailed on 12th Feb. 1878.)	Plymouth	21	1	S.W. 10 -	Lat. 37° 54' N., Lon. 52° W., N. Atlantic.	The "Glendower" was struck by a heavy sea, her wheel broken, &c., and the helmsman washed overboard.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1878. 9th October	"Macedon." 56,170. Ship. 12 years.	Glasgow	Quebec	Wood	a. 1,238 b. 1,238 c. 1,155	Ll. Æ, 1, 7. 78	(a) Bound to Ports in R. Richardson, Paisley
1880. 12 February	"Jessie Boyle." 1,051. Barque. 26 years.	Plymouth	St. John, N.B.	Wood	a. 748 b. 719 c. 670	Not classed	P. Rawle, Plymouth
13 February	"Ecuador." 71,008. Barque. 4 years.	Yarmouth, N.S.	St. John, N.B.	Wood	a. — b. 1,059 c. —	(a) B. Ver. 3/3 A. 1.1, for 9 years from 6.75. (b) 7.79.	T. Killam, Yarmouth, N.S.
— February	"The Craigs." 47,524. Ship. 19 years.	Greenock	Keenebunk, U.S.A.	Wood	a. 1,169 b. 1,148 c. 1,086	Not classed	R. Cuthbert & Co., Greenock
13 November	"Genii." 21,046. Barque. 23 years.	Liverpool	New Brunswick	Wood	a. 975 b. 975 c. 895	(a) Ll. Æ. 1. (b) 3.80.	Graham, Anderson, & Co., Carlisle.
27 November	"Margarita." 65,127. Barque. 24 years.	Cardiff	United States	Wood	a. 903 b. 863 c. 824	Not classed	A. Dobell & Co., Liverpool
— December	"Linda." 53,665. Barque. 15 years.	Liverpool	Prince Edward Island.	Wood	a. 311 b. 311 c. 290	Not classed	W. Thomas, Amlwch, Anglesea.
1881. 15 April	"Scottish Chief." 76,561. Barquentine. 3 years.	Banff	Kingston	Wood	a. 328 b. 328 c. 290	(a.) Ll. 10 A. 1. (b). 3.80.	J. Mill, Garmouth, Elgin- shire.
17 November	"Mersey." 17,771. Barque. 30 years.	Liverpool	Windsor, N.S.	Wood	a. — b. 580 c. —	Not classed	Mrs. B. Suiter, Maryport
1882. 30 April	"Mallard." 12,564. Ship. 25 years.	Chatham, N.B.	Whitehaven	Wood	a. 628 b. 604 c. 582	(a.) Ll. 13 A. 1 in red. (b.) 12.80.	W. Murray, Chatham, N.B.

Casualties with Loss of Life—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom--continued.								
Timber (1,600 to 1,700 tons in the hold).	Had a deck cargo of about 153 logs, and a quantity of staves and deals. It was about 3 feet in height, and was stowed fore and aft, wedged in with staves, and shored off with "thorns," under the superintendence of an experienced stevedore and the first mate. There was also a rough hewn main yard stowed on deck fore and aft alongside of the fore deck-house on the port side, which ran aft to abaft the main mast, and was secured by lashings to different parts of the ship.	Quebec. (Sailed on 17th Sept. 1878.)	Greenock	22	1	Variable. 12 -	Lat. 52° 23' N., Lon. 27° 25' W. N. Atlantic.	The "Macedon" encountered a gale, shipped heavy seas, became leaky, and sustained damage. Her deck cargo broke loose and part of it was washed overboard, but the remainder was again secured. The vessel had 9 feet of water in her, and her pumps were kept going. A heavy sea then struck her, doing damage, causing the logs on deck to move, tearing the after lashing from the rough main yard on deck, and killing a seaman who was pumping. The Court of Inquiry found that the "Macedon's" deck load was not excessive, and that it was properly secured when the vessel sailed.
Pitch pine (820 tons).	No deck load	Pensacola. (Sailed on 26th Dec. 1880.)	Newport, Mon.	17	1	W. by S. 9 -	Lat. — Lon. 35° W. N. Atlantic.	The "Jessie Boyle" met with very heavy weather, was struck by seas, sustained damage, and one of her crew was washed overboard.
Birch and deals	Upon arrival, vessel had a deck load of 11' 60 tons measurement, and 3 feet high. The deck cargo lost consisted of 23,33 standards of deals, and 7,33 standards of deal ends. The load had been lashed down with spare spars and chains to the ring bolts.	St. John, N.B.	Glasgow	16	1	S.W. 12 -	About Lat. 47° N., Lon. 22° W., N. Atlantic.	This vessel met with a hurricane, the sea made a clean breach over her, her deck load broke adrift, and the greater part was washed overboard. A seaman was found to be missing, and it is supposed that he was washed overboard with the deck cargo.
Timber (loads).	(1,300) No deck load	Pensacola (Sailed on 27th Dec. 1879.)	Greenock	20 and 1 passenger.	1 (crew).	Variable. 12 -	Between Lat. 42° N., Lon. 47° W., and Lat. 46° N., Lon. 36° W., N. Atlantic.	This vessel met with heavy weather, lost her rudder, became leaky, and, the crew being exhausted, she was abandoned. She was subsequently picked up and taken to Queenstown. Previous to the abandonment a man was washed overboard. The Court of Inquiry found that "The Craigs" was in a good and seaworthy condition when she sailed, and considered that the master, whose certificate was suspended for six months, was not justified in abandoning her.
Timber and deals (about 1,250 tons).	The deck load was in accordance with the Act. The deals consisted of three tiers of 11 inches only, secured with ring bolts and lashings.	Quebec - (Sailed on 24th Oct. 1880.)	Bristol	17 and 1 passenger.	1 (crew).	S.W. 10 -	Lat. 50° 28' N., Lon. 21° 55' W., N. Atlantic.	Vessel met with heavy weather on the 5th November, and a large part of the deck load was washed away. On the 13th she shipped a heavy sea which carried away bulwarks and stanchions and washed the cook overboard.
Pitch pine (1,000 tons).	No deck load	Doboy - (Sailed on 5th Nov. 1880.)	Belfast	17	1	S.W. 10 -	Lat. 40° N., Lon. 27° W., N. Atlantic.	During a gale, the "Margarita" shipped a heavy sea, which smashed bulwarks, skylights, &c. Ten minutes afterwards the carpenter was found dead on deck.
Timber (about 400 tons).	Had a deck load; dimensions not stated.	Sundsvall	Gloucester	9	9	Unknown	Unknown	This vessel was towed into Queens-town derelict. Master and all crew lost. Register closed. No further information.
Logwood, 263 tons	No deck load	Kingston, Jamaica. (Sailed on 27 March 1881.)	Queens-town for orders.	9	1	W.N.W. 12 -	Lat. 35° N., Lon. 71° W., N. Atlantic.	The "Scottish Chief" met with very severe weather, had topgallant rail washed away, and in a sudden lurch of the vessel, the master overbalanced himself and was washed overboard.
Timber, 500 loads. Deals, 72 standards. Staves, 19,000.	Had a deck load of about 27 standards of deals.	Quebec - (Sailed on 1st Nov. 1881.)	London	13	1	N.E. to N.W. 12.	Lat. 44° 53' N., Lon. 45° 2' W., N. Atlantic.	During a hurricane the "Mersey" shipped a heavy sea, which broke the deck cargo adrift, part being washed overboard and remainder jettisoned. The forecabin filled, pinnacle was smashed, and sails carried away, &c. An A.B. was blown from the yard into the sea and lost.
Pitch pine timber, about 900 tons, about 350 tons of which were stowed in the hold.	Had a deck load of 24 pieces of timber, weighing from 43 to 50 tons. These pieces were stowed one tier high fore and aft on each side of the deck-house, and secured by 5-inch planks laid transversely across their top, shored and nailed at one side to the bulwarks, and at the other fastened by ropes and chains to ring-bolts in the deck. The timber was also tightened up with wooden wedges.	Pensacola (Sailed on 14th March 1882.)	Falmouth	11	5	S.W. 10 -	280 m. W. by N. of Scilly, N. Atlantic.	The "Mallard" encountered a gale; her deck cargo breaking adrift, surged backwards and forwards and damaged vessel's frame, started combings of hatchways, and caused her to leak badly. Heavy seas were shipped, which caused her to lurch suddenly to port and throw overboard her bower chains. A Court of Inquiry found that the "Mallard" became waterlogged owing to her deck cargo breaking adrift in heavy weather, and that she capsized, in all probability, owing to her bower chains being thrown over the port side, thus preventing her from righting. The Court were further of opinion that the deck cargo was not properly secured, and that having regard to the age of the vessel, it was inadvisable to carry such a deck cargo.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1882. 8 November	"Bezaleel." 15,294. Schooner. 26 years.	Salcombe	Salcombe	Wood	a. 200 b. 189 c. 187	(a) Ll. A1. Rest. 77. 6 years. (b) 6.82.	(a) Bound to Ports in W. B. Mackay, Greenock
7 December	"Ethel Blanche." 74,151. Barquentine. 6 years.	Charlottetown, P.E.I.	Prince Edward Island.	Wood	a. 426 b. 399 c. 355	(a) Ll. 10 A1. (b) 3.81.	Peake Brothers, Charlotte- town, P.E.I.
1883. 13 February	"Wallace." 86,434. Ship. New.	Windsor, N.S.	Windsor, N.S.	Wood	a. 1,618 b. 1,688 c. 1,454	Not classed	M. Shaw, New York
25 March	"Grace E. Cann." 57,138. Barque. 15 years.	St. John, N.B.	Salmon River, N.S.	Wood	a. — b. 684 c. —	Not classed	H. J. Olive, St. John, N.B.
11 September	"John Black." 64,543. Barque. 12 years.	St. John, N.B.	Port Elgin, N.B.	Wood	a. — b. 545 c. —	a. B. Ver. 3/3, A.1.1. for 11 years from 4.32. b. 4.32.	M. Wood & Sons, Sackville, N.B.
13 November	"Muriel." 65,370. Barque. 11 years.	Liverpool	New Brunswick	Wood	a. 651 b. 596 c. 626	a. B. Ver. 3/3, L.I.L. for 11 years from 5.73. b. —82.	H. Lewis, Conway
13 November	"Richard Hutchison." 80,943. Barque. 3 years.	Chatham, N.B.	Newcastle, N.B.	Wood	a. 801 b. 768 c. 697	a. Ll. 10 A1. b. 12.81.	C. C. Watt, Newcastle, N.B.
14th November	"Dolphin." 50,392. Barque. 23 years.	Shoreham	Shoreham	Wood	a. 304 b. 294 c. 250	Not classed	C. W. Annis, Great Yar- mouth.

Casualties with Loss of Life—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Deals and phosphate, 200 tons.	Had a deck load of deals which upon arrival measured 28' 96 tons, two sections being 2' 6 feet, and the two others 2' 2 feet high. The load was probably stowed all over the deck.	Montreal (Sailed on 18th Oct. 1882).	Glasgow -	7	1	N.W. 9	Lat. 53° N., Lon. 19° W., N. Atlantic.	This vessel was struck by a heavy sea, which carried away part of the bulwarks on both sides and washed a seaman overboard.
Deals and canned goods.	Vessel sailed with a deck load of deals, 3 feet high, all over the main deck, but the whole was washed or thrown overboard before she reached Liverpool.	Charlottetown, P.E.I. (Sailed on 27th Nov 1882).	Liverpool	10	2	N.W. 9	About Lat. 48° N., Lon. 30° W., N. Atlantic.	On the 4th a boy fell overboard while coiling some rope on the fore-castle. On the 7th a sea came over the stern, which broke adrift the deck cargo, part being washed overboard, and remainder jettisoned. The mate was also carried overboard.
Deals (674 standards, which included the deck load, 7,166 deal ends, 212 tons of stone ballast, and 200 tons of manganese ore).	The deck load consisted of 11 heights of deals on the flat which stood 2 ft. 9 in. above the deck, estimated by inspecting commander of coast guard at Queens-town to weigh 170 tons, but by a rough calculation of local customs officer to weigh only 116 tons. It was secured by 8 spars placed athwart vessel on top of the deals, and secured by lashings to ring bolts. The ends were placed under the pin rails on each side.	St. John, N.B. (Sailed on 2nd Feb. 1883.)	London -	22 1 passenger.	4 (crew).	W.N.W. 12	About Lat. 46° N., Lon. 48° W., N. Atlantic.	The "Wallace" shipped a heavy sea over the stern, washing forward wheel, standards, and 3 men at the wheel, killing one instantly, injuring boatswain, and another man who afterwards died. She was thrown on her beam ends, a considerable portion of the deck load and all sails were carried away; masts were also cut away. The Court found that the casualty was caused by a heavy sea. Although the deck load was secured as is usual with vessels in this trade, yet it was not sufficiently so, and they recommended chain lashings instead of rope both at the ends and in the middle of the tranship spars, and not to place dependence on the pin rail. The deck load did not exceed 3 feet, and was found not to be more than the quantity allowed by the Act. The Court could not omit bringing under the Board's notice, that if deck loads are permitted to be carried, there should be an official direction as to the mode of securing them, and in doing so numerous chains and rings should be used. The master and mate stated that had no deck load been carried, the casualty would not have occurred.
Deals (323 standards).	At time of sailing vessel had a deck load of about 44 standards of deals, but the whole was washed away in a succession of gales from the 24th March to the 2nd of April.	St. John, N.B. (Sailed on 21st Mar. 1883.)	Dublin -	12	1	N.N.E. 12	Lat. 41° 24' N., Lon. 68° 13' W., N. Atlantic.	On March the 24th, during a gale, heavy seas burst the lashings of the deck load, and washed some of the deals overboard. Next day in a terrific gale the look-out forward was washed overboard from the deck-house. Subsequently, while hove-to in a gale, vessel was thrown on her beam ends, &c. and deck load broke adrift, and was gradually washed away. Vessel also began to leak. The deck load in no way contributed to the loss of life.
Deals and boards (800 tons).	Vessel had a cargo of deals in the holds properly secured. Her deck cargo of boards extended fore and aft the whole length of the vessel, and was 7 ft. high, secured by spars laid athwartships and lashed down at each end with ropes and chains, and was thoroughly secured.	Shediac, N.B. (Sailed on 29th Aug. 1883.)	Glasgow -	10	1	W. 12	Lat. 54° 40' N., Lon. 36° 6' W., N. Atlantic.	This vessel was boarded by a heavy sea during a hurricane. Part of the deck load on the port side was carried away, and also one of the crew.
Timber and deals (600 tons).	Had a deck load stowed along the main deck and secured by ropes and chains. Dimensions not stated.	Campbellton, N.B. (Sailed on 8th Nov. 1883.)	Holyhead	12	1	W.N.W. 11	Lat. 46° 20' N., Lon. 56° 14' W., N. Atlantic.	The "Muriel" met with very heavy weather, the wind sometimes increasing to a hurricane. Heavy seas broke over the decks, carrying away part of deck cargo, all moveables, and one seaman, also deck fittings, sails, &c.
Deals (1,050 tons)	Deck cargo consisted of about 75 tons of deals not more than 3 ft. high, and well secured.	Miramichi, N.B. (Sailed on 11th Oct. 1883.)	Gloucester	11	1	S.W. 10	About 10 miles E.S.E. of St. Paul's Island, Gulf of St. Lawrence.	A heavy sea boarded the vessel, and lashings of the deck cargo were at once broken adrift, and about one half of the cargo was washed overboard, also one of the crew. The remainder of the deck cargo floated overboard during the day.
Timber and deals (380 tons).	The deck cargo was 3 ft. deep and level with the main rail. The temporary rails which were fixed for safety of life, were 3 ft. above the topgallant rail.	New Richmond, N.B. (Sailed on 5th Nov. 1883.)	Portmadoc	8	1	W. S. -	Lat. 45° 42' N., Lon. 51° 37' W., N. Atlantic.	When running before the wind the "Dolphin" was struck by a heavy sea, which washed the man at the wheel overboard. Vessel lay to until the next day, and during that time about one-third of the deck cargo was washed overboard. The master thought it probable that the man ran from the wheel when he saw the sea coming in, and, climbing on to the deck cargo, was washed over between the rails and the temporary rail.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross, b. Net, c. Under Deck.	Classification.	Name and Address of Owner.
(a.) Bound to Ports in							
1883. 26th November	"Tivoli." 37,148. Barque. 23 years.	Liverpool	St. John, N.B.	Wood	a. 1,116 b. 1,078 c. 1,020	Not classed	A. Cassels, Liverpool
2nd December	"Raven." 73,994. Brigantine. 8 years.	Grimsby	Prince Edward Island.	Wood	a. 220 b. 211 c. 199	Ll. A1. cont. 84. 5 years. 4.80.	J. Sutcliffe, Grimsby
1884. 13 February	"Vancouver." 48,842. Barque. 22 years.	Liverpool	Bath, U.S.A.	Wood	a. 1,065 b. 1,065 c. 999	Not classed	Taylor, Pierce, & Co., Liverpool.
16 March	"Skiddaw." 59,885. Barque. 16 years.	Glasgow	Quebec	Wood	a. 709 b. 677 c. 646	Not classed	E. F. Angel, Liverpool
17 March	"Souvenir." 71,040. Barque. 7 years.	Yarmouth, N.S.	Church Point, N.S.	Wood	a. 861 b. 828 c. —	a. B. Ver. 3/3. A. 1. 1. for 11 years from 6.76. b. 7.83.	W. D. Lovitt, Yarmouth, N.S.
5 October	"Buster." 85,626. Barquentine. 1 year.	Halifax N.S.	Parrsboro', N.S.	Wood	a. — b. 305 c. —	(a) B. Ver. 3/3 G. 1.1., for 10 years from 9.84. (b) 9.84.	R. L. Ryfkogle, Parrsboro', N.S.
1885. 6 February	"Lanercost." 68,902. Barque. 11 years.	Sunderland	Sunderland	Wood	a. 562 b. 544 c. 524	(a) Ll. 12 A. 1. (b) 9.84	G. Watson, Sunderland
9 August	"Orinoco." 85,601. Schooner. 2 years.	St. John, N.B.	Portland, N.B.	Wood	a. — b. 298 c. —	(a) B. Ver. 3/3 A. 1. 1. for 12 years from 9.83. (b.) 11.83.	C. A. Palmer, St. John, N.B.
13 September	"Sagona." 71,307. Barque. 3 years.	Richibucto, N.B.	New Brunswick	Wood	a. 880 b. 797 c. 747	(a.) Ll. A. 1. (b.) 9.84-	J. Jardine, Kingston, N.B.

Casualties with Loss of Life—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Timber and deals	Had a deck load of 55 standards of deals stacked less than 3 ft. above the deck.	Quebec - (Sailed on 2nd Nov. 1883).	London -	20	1	W.N.W. 12	Lat. 44° 14' N., Lon. 49° 28' W., N. Atlantic.	A tremendous sea was shipped forward which made a clean breach of the decks, washing overboard the steward (who had been standing on the deck load near the galley door on the main hatch), and carrying away all the deck load, except about 100 deals. The master and two seamen were badly bruised by the scattered deals. Three boats were stove and port bulwarks and all moveables on deck washed away.
Fustic (330 tons)	No deck load	Barranquilla (Chili).	Falmouth	8	1	W.S.W. 10	Lat. 40° 30' N., Lon. 51° W., N. Atlantic.	The "Raven" shipped a tremendous sea, which washed a man overboard, stove hatches, and carried away sails and bulwarks, &c.
Birch timber	No deck load	St. John, N.B. (Sailed on 25th January 1884).	Liverpool	16	1	N.W. 11	About Lat. 44° N., Lon. 31° W., N. Atlantic.	During a heavy gale this vessel shipped seas and sustained considerable damage about her decks, one of her crew being washed overboard.
Pitch pine	Not stated whether a deck load was carried.	Darien	Liverpool	13	1	— 10	N. Atlantic	This vessel encountered very bad weather, and put into Flores (Azores) waterlogged, where she was condemned after survey. Previous to putting into the Azores one of her crew jumped overboard and was drowned.
Birch, timber, and fir deals (about 1,200 tons).	Had a deck load of deals, 3 feet high. The deals were secured by planks laid across and lashed to ringbolts at the centre and to the bolts in the stanchions at each side.	St. John, N.B.	Liverpool	14	1	N.W. by W. 9	Abandoned in Lat. 39° 50' N., Long. 35° 28' W., N. Atlantic.	This vessel sprang a leak, which gained on her until the water was up to her main deck. Her crew were taken on board a Russian barque, but one of the men subsequently died of exhaustion. The Court of Inquiry found that the "Souvenir" became seriously leaky, owing to heavy weather, which caused her deck cargo to break loose and rendered the pumps useless, &c., the crew being driven to the poop owing to the danger from loose spars. The Court were of opinion that the deck-load was not too heavy, that there was no evidence to show that the "Souvenir" was not in a good and seaworthy condition when she sailed, and that she was not prematurely abandoned; but they thought she must have been a "weak" ship. She was subsequently picked up derelict, towed to Flores, and condemned.
Deals	Master reports that a deck load about 6 feet high was carried. The agents say it would consist of deals and battens, and be stowed from abaft the foremast to within about 10 or 15 feet of the mizenmast. The deals would average about 12 feet in length, about 7 to 8 inches in width, and 3 inches in thickness. Battens would be about same length and width and about 2½ inches thick. Deck load measurement tonnage upon arrival was 76½, one section being 4 feet, and the two others 5½ feet high.	Parrsboro', N.S. (Sailed on 27th September 1884).	Livorpool	8, and 1 passenger.	1 (crew).	S.S. E. 9	Lat. 47° N., lon. 48° 1' W., N. Atlantic.	During a heavy gale this vessel's deck load broke adrift. The second mate, whilst standing on the deck load trying to secure it, slipped, owing to the vessel taking a heavy lurch, and fell overboard. A rope was thrown to him, which he caught but let go, and he was drowned. About a dozen deals were also lost overboard. As the "Buster" arrived in the United Kingdom before the end of October, the Act of 1876 did not apply to the case, and no inquiry was held.
Pitch pine timber (750 tons).	No deck load	Apalachicola, Fla. (Sailed on 26th January 1885).	Queens-town.	13, and 1 passenger.	1 (crew).	W.N.W. 12	Lat. 35° 41' N., lon. 66° 18' W., N. Atlantic.	The "Lanercost" was thrown on her beam ends during a hurricane, and shipped a very heavy sea, which washed a boy overboard.
Birch, timber and deals (580 tons).	Had a deck load consisting of 17 pieces of timber and 60 standards of deals. Upon arrival deck load varied from 5'9 to 2 ft. in height and measured 97'38 tons.	St. John, N.B. (Sailed on 16th July 1885).	Queens-town. (Arrived on 12th Aug. 1885).	8, and 2 passengers.	1 (crew)	N.W. 7	Lat. 48° 58' N., lon. 20° 15' W., N. Atlantic.	During heavy weather this vessel's deck cargo broke adrift. The master gave orders to have the loose deals, which were chafing the lanyards, cleared away, and a seaman who was engaged in doing so, was washed overboard. The deck cargo further broke adrift, and 20 per cent. of it was lost.
Deal and deal ends	The "Sagona" carried a deck load 4 ft. 9 in. high, secured by long planks lashed with ropes to ringbolts in the stanchions.	Miramichi, N.B. (Sailed on 24th Aug. 1885).	Belfast	14	—	W. 10	Lat. 55° 57' N., lon. 11° 1' W., N. Atlantic.	This vessel was struck by heavy seas during a gale, lost a portion of her deck load and her master was washed overboard.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1885. 24 October	"Eastern Star." 63,345. Barque. 29 years.	Liverpool	Bath, U.S.A.	Wood	a. 1,115 b. 1,031 c. 1,022	Not classed	(a.) Bound to Ports in T. Emerson, Newcastle-on-Tyne.
1886. 20th February	"Sodium." 90,501. Barque 1 year.	Quebec	Batonville, N.S.	Wood	a. — b. 296 c. —	(a) B. Ver. 3/3 G. 1.1 for 11 years from 6.85. (b) 6.85.	J. G. Ross, Quebec
23rd February	"Clarence." 20,848. Barque. 28 years.	Newport, Mon.	Sunderland	Wood	a. 1,129 b. 1,032 c. 979	(a) Ll. A (b) 8.85	W. Pickford, Newport, Mon.
19th April	"Kate Cann." 63,709. Barque. 12 years.	Yarmouth, N.S.	Yarmouth, N.S.	Wood	a. — b. 952 c. —	Not classed	H. Cann, Yarmouth, N.S.
14 August	"Mary Graham." 76,141. Barque. 9 years.	Maryport	Quebec	Wood	a. 699 b. 676 c. 643	(a) Ll. 11. A. 1. H. T. 83. (b) 8.84.	J. Graham, Newcastle-on-Tyne.
15 October	"Rutland." 67,319. Barque. 24 years.	Newcastle-on-Tyne.	Boston, U.S.A.	Wood	a. 1,060 b. 1,028 c. 991	Not classed	J. D. Clink, Greenock
15 October	"Blanche." 75,874. Barque. 8 years.	Pictou, N.S.	River John, N.S.	Wood	a. — b. 822 c. —	(a) B. Ver. 3/3 L. 1.1 for 12 years from 7.78. (b) 6.85.	D. Sutherland, Pictou, N.S.
9 December	"Albert Baltzer." 55,363. Brigantine. 19 years.	Carnarvon	Portmadoc	Wood	a. 162 b. 161 c. 162	(a) Ll. 12 A. 1. contd. 8. A. 1. (b) 7.85.	D. Morris, Portmadoc

Casualties with Loss of Life—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Hewn oak and birch timber, and fir timber, partly hewn and partly sawn (about 1,400 loads). According to Customs Returns she had upon arrival at Sunderland—4,805 pieces of fir timber. 42 pieces of oak timber. 22 pieces of birch timber. 4,959 pieces, including deck load. Between the chains part of the timber. The load was 4 ft. high, was in two sections (each 90 ft. long by 3 ft. broad), and measured altogether 5,760 cubic ft. or 57½ tons.	Vessel upon arrival had a deck load of first square hewn timber placed between the cabin aft and the top gallant fore-castle forward, and formed of pieces 20 to 30 ft. long each, and about 18 inches per piece square. It was secured by chains fastened to bolts in the deck. To tighten the load, wedges were driven between the chains and the upper	Quebec (Sailed on 12th Sept. 1885).	Sunderland (Arrived on 26th Oct.)	19	1	S.S.W. 10	North Sea	This vessel met with heavy gales during her voyage and was struck by tremendous seas. Portions of her deck cargo were jettisoned and a man was lost overboard subsequently when entering the River Tyne. Immediately after vessel's arrival, the agents applied to have the deck cargo discharged in order to ease the strain on the deck.
Mahogany (569 logs and 130 log ends). tons, customs measurement. The consignees say the deck load consisted of 33 logs of mahogany and cedar, which, on being discharged, weighed 27 tons.	Upon arrival, vessel had a deck load 2 ft. high and of 19½ tons, customs measurement. The consignees say the deck load consisted of 33 logs of mahogany and cedar, which, on being discharged, weighed 27 tons.	Minatitlan (Sailed on 2nd Jan., 1886).	The United Kingdom for orders.	10	1	W. 8	Lat. 35° 50' N., lon. 63° 10' W. N. Atlantic.	The "Sodium" was struck by a heavy sea which filled the main deck, broke wheel, skylight, &c., and carried the master overboard.
Sawn timber	No deck load	Pensacola (Sailed on 30th January, 1886).	Liverpool	19	1	Squally	About lat. 41° 30' N., lon. 44° 50' W., N. Atlantic.	The "Clarence" encountered bad weather, and had her rudder carried away. In securing the temporary rudder, a man was subsequently washed overboard.
Deals, quantity not stated.	Upon arrival at Fleetwood, the height of the deck load varied from 4 to 5½ ft., and the measurement tonnage was 86½.	Shelburne, N.S. (Sailed on 11th April, 1886).	Fleetwood	14	1	— 9	Lat. 36° 52' N., lon. 46° 0' 2" W., N. Atlantic.	A heavy sea swept the vessel amidships, and carried away some temporary stanchions and planking, and washed overboard the cook's boy, who was passing from the poop to the galley. The deck cargo, being level with the bulwarks, there was little protection for life, beyond some open planking fastened to temporary stanchions.
Timber (950 loads)	Had a deck load stowed in customary manner upon the whole of the deck, except the poop. Upon arrival in the Tyne the load measured 37½ tons, two sections being 1½ feet, and the third 2 feet high.	Quebec (Sailed on 28th July 1886).	The Tyne	12 and 2 passengers.	3 (crew).	N.W. 10	Lat. 50° 23' N., lon. 38° W., N. Atlantic.	Vessel encountered a severe gale, and two of her crew were washed overboard. Shortly after, another sea swept the deck and carried away a large plank, but by the next sea it was sent on board again, and striking the master on the forehead, killed him. Two seamen were also injured. Vessel suffered severely during the storm, cabin being wrecked, and boats, after-hatches, and part of deck load carried away.
Yellow pine timber (1,200 tons).	The deck load appeared to have been 40 to 50 tons in weight. It consisted of logs of yellow pine in two tiers, extending from the fore-castle close up to the poop, and was not too heavy. These logs were secured by wedges and toms, which is the customary manner in the Quebec trade. The Court considered that lashings would be an additional security, but the evidence showed that they had long been disused in the trade.	Quebec (Sailed on 2nd Oct. 1886).	Greenock	17	2	W.N.W. 12	About 17 miles S. by W. of the Saltees, off co. Wexford.	This vessel shipped a heavy sea on the 15th, which started the deck load, and carried away the long boat, and a few hours afterwards another heavy sea washed away part of the deck load, the two remaining boats, bulwarks, stanchions, split up the covering board, main water way, and sheer strake, at the same time washing the chief mate and carpenter overboard, and seriously injuring three others of the crew. Pumps were rendered useless, and in a short time the vessel became waterlogged and unmanageable. The remaining hands were rescued by the "Carn Brea." Vessel was afterwards towed into Milford by the tug "Blackcock." The Court found that the "Rutland" was abandoned in consequence of her being waterlogged and unmanageable.
Timber and deals (about 900 tons).	Vessel carried a deck load of about 70 standards of deals about 5 feet high, properly stowed and secured.	Chatham, N.B. (Sailed on 15th Sept. 1886).	Liverpool	12	1	W. 10	60 miles W. by S. of Cape Clear, N. Atlantic.	While hove-to in a heavy gale, vessel shipped a heavy sea, which washed overboard a large part of the deck cargo, and carried away the mate, who was lost through the deck cargo washing over upon him.
Pit props (about 196 tons).	Carried a small deck load of 5 tons.	Stettin, via Bordeaux. (Sailed on 2nd Dec. 1886).	Swansea	6	1	N.W. 10	Gironde Bar, France.	Owing to bad weather, vessel had to run for Pauillac. On crossing Gironde Bar, a tremendous sea broke over vessel's stern, swept decks, smashed wheel, &c., and washed away most of the deck load.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
1887. 13 April	"Annapolis" 69,676. Barque. 14 years.	Annapolis, N.S.	Annapolis, N.S.	Wood	a. — b. 914 c. —	(a) B. Ver. 3/3. L. 1. 1. for 4 years, from 11.84. (b) 3.85.	(a.) Bound to Ports in J. Woodworth, Berwick, N.S.
2 October	"Nor' Wester." 50,348. Barque. 23 years.	London -	Port Glasgow -	Iron	a. 567 b. 547 c. 500	(a) Ll. *A 1. (b) 10.83.	J. Bulloch, London -
1888. 17 February	"Choice." 60,985. Barque. 23 years.	Greenock -	Miramichi -	Wood	a. 1,142 b. 1,102 c. 1,052	Not classed -	J. Carswell, Greenock -
12 June	"Canova." 27,783. Barque. 29 years.	Newcastle-on-Tyne.	New Brunswick	Wood	a. 1,293 b. 1,253 c. 1,178	Not classed -	T. Emerson, Newcastle-on-Tyne.
22 September	"Thomas Hilyard." 60,955. Ship. 14 years.	St. John, N.B.	St. John, N.B.	Wood	a. — b. 1,499 c. —	B. Ver. 3/3. L. 1. 1. -	E. F. and W. Roberts, St. John, N.B.
8 November	"Sentinel." 90,651. Barquentine. 3 years.	Yarmouth, N.S.	Belliveau's Cove, N.S.	Wood	a. — b. 489 c. —	B. Ver. 3/3. A. 1. 1. -	W. D. Lovett, Yarmouth, N.S.
1889. 14 September	"Elizabeths." 50,422. Schooner. 24 years.	London -	Selby (Yorkshire).	Wood	a. — b. 88 c. —	Not classed -	P. Farnill, Goole -
16 December	"Russia." 80,943. Barque. 9 years.	Chatbam, N.B.	Newcastle, N.B.	Wood	a. 801 b. 768 c. 697	Ll. A. 1. for 10 years, 3.86.	H. D. Troop, St. John, N.B.

Casualties with Loss of Life—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
the United Kingdom—continued.								
Wood (about 1,300 tons).	Master says vessel carried a deck load 23' deals high, so far as he knows in strict accordance with the Act. According to Customs Survey, the deck load consisted of deals, battens, scantling, and boards, was carried on the main deck, and secured in usual manner. Measurement tonnage upon arrival, 74 ⁷ / ₁₀₀ , height from 2' 8 to 5' 2 ft.	St. John, N.B. (Sailed on 7th Apr. 1887.)	Bristol, arrived on 12th May 1887.	13	1	Variable. 12	About Lat. 39° 38' N., Lon. 54° 54' W., N. Atlantic.	On the 13th, vessel shipped a heavy sea, which carried a boy overboard. Gale continued next day, deck load was started, and stanchions, &c. carried away. Crew commenced to jettison the deck load, and ship was brought to the wind, as she made considerable quantity of water. Pumps sucked on the 15th, and more of the deck load was thrown overboard. The gale afterwards moderated, and the vessel arrived at Bristol without further mishap.
Logwood roots (688 tons).	No deck load.	Savannah la Mar. (Sailed on 16th Aug. 1887.)	Glasgow.	14 and 6 passengers.	1 (crew).	— 9 —	About Lat. 39° N., Lon. 45° W., N. Atlantic.	Whilst blowing a heavy gale, a heavy sea broke on board, which smashed bulwarks, rails, stanchions, &c., and washed a man overboard.
Pitch pine timber (about 1,500 tons).	No deck load.	Pensacola (Sailed on 20th Jan. 1888.)	Greenock.	17	1	S. 10 —	Lat. 42° 30' N., Lon. 45° 20' W., N. Atlantic.	Heavy cross seas boarding the vessel, carried away bulwarks on port side, and washed a man overboard.
Timber (1,800 tons).	Deck load, upon arrival at Plymouth, measured 121' 08 tons, one portion being 4½ ft. and the other 4¼ ft. high. The load was stowed fore and aft from the front of the poop to the topgallant fore-castle, and secured with wedges and chocks. It did not break adrift.	Quebec (Sailed on 6th June 1888.)	Plymouth.	17	1	W. 5 —	Lat. 49° 19' N., Lon. 67° W., N. Atlantic.	Two men were sent aloft to hook on the fore upper topsail brace, when, from some unexplained cause, the topsail tie carried away, and both men fell on the deck, one being seriously injured, and the other killed. The yard, in falling, carried away the slings of the lower topsail yard.
Pine timber (quantity not stated).	Had a deck load of square and waney pine, stowed all along the deck fore and aft, wedged and jammed in usual manner. Upon arrival at Liverpool, the load was 4 ft. high, and measured 117' 6 tons.	Quebec (Sailed on 5th Sept. 1888.)	Liverpool.	22	2	N.N.W. to W.N.W. 10.	About Lat. 48° 58' N., Lon. 41° 23' W., N. Atlantic.	A heavy sea suddenly broke on board with tremendous force, in the wake of the main rigging, carrying away three boats, and washing three men overboard, two of whom got on board again, but the other sank. Another man was found at the forepart of the cabin, lying on the timber, in a dying state, having been struck by some of the wreckage. He died soon afterwards. Vessel had a heavy list to starboard, some of the deck cargo got adrift, and one tier had to be jettisoned.
Deals (218 standards).	Deck load, upon arrival, measured 40' 68 tons, two portions being 3 ft. and the other 2 ft. high. Quantity of cargo entered and not delivered was 172 deals, calculated at 10 loads, which would be the approximate loss of deck cargo.	St. John, N.B. (Sailed on 8th Nov. 1888.)	Limerick.	10	1	E.N.E. 10 —	N. Atlantic.	This vessel was struck by a heavy sea on the starboard beam, which washed a man overboard, and also part of deck load. It is suggested that the deck cargo spread over the whole deck, and its top forming a new deck, contributed to the loss of life by the practical removal of the bulwark or taffrail.
Deals, battens, and oak chocks.	Upon arrival, vessel had a deck load 3 ft. high of fir battens, 990 cubic ft. Customs measurement, or about 20 loads. It was secured by ropes, passed over the top, and fastened to the bulwarks. Master did not know the quantity washed away.	Malmo	Sunderland.	4 and 4 passengers.	1 (crew)	N. 5 —	120 miles W. of the Skaw, North Sea.	The chief officer, in assisting to stow the flying jib, stepped on to the foot rope, which broke, and he fell into the sea and was drowned. The vessel also sustained damage to her port bulwarks, and part of the deck load was washed away. The sea was too heavy to launch the boat. The Court found that the vessel was undermanned, inasmuch as there was only one seaman, of 3 years' service, on board, and a boy on his first voyage. They also thought a life-buoy would have been of use.
Deals (1,000 tons)	Had a deck load of 44' 92 measurement tons, 2' 8 ft. high, the whole of which, except a little more than half a measurement ton, was washed away before vessel's arrival. The load was stowed all over the deck, abutting against the cabin house at the after end and the fore-castle deck forward, and was secured by spars athwartships, fastened at each end under the pin rails.	St. John, N.B.	London-derry.	14	2	W. 10 —	Lat. 52° 51' N., Lon. 24° 05' W., N. Atlantic.	The deck load was washing about the deck during the gale, and an A.B., in heaving part of it overboard, was carried away by a heavy sea and drowned. On the same day a boy was struck by some deals, and killed. The mate thinks that the carriage of deck loads in winter should be prohibited.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
							(b.) BOUND BETWEEN
1873. 21 March	"Charles A. Bovey." 64,597. Schooner. 1 year.	St. John, N.B.	Hopewell, N.B.	Wood	a. 172 b. c.	Not classed - -	W. S. Calhoun, St. John, N.B.
13 November	"Canada." 53,851. Barque. 7 years.	Quebec -	Quebec -	Wood	a. — b. 384 c. —	Not classed - -	J. G. Ross, Quebec - -
27 December	"Mirella." 50,762. Brigantine. 9 years.	Halifax, N.S.	Mahone Bay, N.S.	Wood	a. 129 b. c.	Not classed - -	R. Boak & Son; Halifax, N.S.
1875. 29 November	"Emma." 35,403. Schooner. 15 years.	St. John, N.B.	Calais, U.S.A.	Wood	a. 120 b. c.	Not classed - -	S. Dunham, St. John, N.B.
1876. 26 March	"Wiley Smith." 49,465. Brig. 9 years.	Pugwash, N.S.	River Philip, N.S.	Wood	a. 128 b. c.	Not classed - -	G. Weston, New York -
19 December	"Kate Agnes." 52,144. Barque. 11 years.	St. John, N.B.	Buctouche, N.B.	Wood	a. 550 b. 550 c. 490	Ll. A. 1, 4.76 - -	J. McSweeney, St. John, N.B.
1881. 7 February	"Acadian." 38,525. Brigantine. 5 years.	Arichat, C.B.	Guysboro', N.S.	Wood	a. 482 b. c.	B. Ver. 3/3. A. 1.1. for 4 years from 3.78.	A. Belfontain, Arichat, C.B.
19 October	"Annie Burrill." 66,680. Barque. 8 years.	Yarmouth, N.S.	Digby, N.S.	Wood	a. 897 b. c.	B. Ver. 3/3. G. 1.1. for 11 years from 5.73.	W. Burrill & Co., Yarmouth, N.S.
21 October	"Fleetwing." 78,564. Barque. 27 years.	Melbourne	Medford, U.S.A.	Wood	a. 766 b. c.	Not classed - -	D. Blair, Melbourne - -
— October	"Daisy." 59,679. Brig. 13 years.	Bristol -	Prince Edward Island.	Wood	a. 219 b. 210 c. 205	Not classed - -	J. Conn, Hurlford, near Kilmarnock.
1882. 6 November	"Ferland." 83,252. Schooner. New.	Annapolis, N.S.	Annapolis, N.S.	Wood	a. 138 b. c.	Not classed - -	L. Delap, Annapolis, N.S. -
1884. 20 February	"Innisfallen." 60,506. Brig. 16 years.	N. Shields	Blyth -	Wood	a. 286 b. 271 c. 286	(a.) Ll. A. 1. cont. 78. 7 years. (b.) 9.83.	E. A. Robinsor, Blyth -
1885. 23 August	"Alice Ada." 66,931. Brigantine. 7 years.	St. John, N.B.	Port Elgin, N.B.	Wood	a. 310 b. 283 c. 256	(a.) Ll. A. 1. (b.) 5.85.	E. Wood, Sackville, N.B. -
1886. 22 August	"P. I. Palmer." 79,907. Barquentine. 5 years.	Dorchester, N.B.	Dorchester, N.B.	Wood	a. 415 b. 415 c. 373	(a.) Ll. 9. A. 1. (b.) 1.86.	P. I. Palmer, Dorchester, N.B.
18 December	"Lady Bowen." 49,257. Barque. 23 years.	Sydney, N.S.W.	Moreton Bay, Queensland.	Wood	a. 692 b. 892 c. —	Not classed - -	J. C. Ellis, Sydney, N.S.W. -
1887. 10 January	"Julia H." 66,989. Barque. 13 years.	St. John, N.B.	Burton, N.B.	Wood	a. — b. 579 c. —	(a.) B. Ver. 3.3 A. 1.1. for 6 years from 3.86. (b.) 3.86.	R. C. Haws, St. John, N.B. -
1889. 9 September	"Adelene." 88,697. Schooner. 4 years.	St. John, N.B.	Rothsay, N.B.	Wood	a. — b. 193 c. —	Not classed - -	G. F. Baird, St. John, N.B. -

Casualties with Loss of Life—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
PORTS ABROAD.								
Lumber, 181 ft. -	Had a deck load, quantity not stated.	St. John, N.B. (Sailed on 20th March 1873.)	Matanzas	7	2	E. 9 - -	On voyage, N. Atlantic.	In heavy weather the scuppers started, vessel sprang two leaks and the rigging was chafed. Two men died from exposure and cold.
Lumber. No further information.	No deck load -	Montreal -	Monte Video.	12	1	N.W. - -	About 8 miles above Bic. River - St. Lawrence.	Burnt. Fire broke out in hold; cause unknown. A total loss. No further information.
Lumber and fish, 150 tons.	No deck load -	Halifax, N.S.	Falmouth, Jam.	8	3	S.E. 12 -	Lat. 36° 50' N., Lon. 64° 30' W., N. Atlantic.	During a hurricane vessel was thrown on beam ends, had fore and main topmast and jibboom with all gear carried away, and lost galley, rudder head, water casks, and everything moveable on deck. Not reported how the lives were lost.
Laths. No further information.	Had a deck load, dimensions not stated.	St. John, N.B.	Philadelphia, U.S.A.	Only 1 on board.	1	S.E. 8 -	St. Helena Wharf, St. John, N.B.	During a snowstorm vessel broke from her moorings and capsized, seriously damaging herself. The man in charge was drowned or killed and part of deck load was lost.
Cooperage. No further information.	Had a deck load, quantity not stated.	New York (Sailed on 28th March 1876.)	Trinidad, Cuba.	6	1	S. 11 - -	Lat. 37° 30' N., Lon. 70° 30' W., N. Atlantic.	During a storm vessel was hove down and filled with water to the cabin deck. To relieve her all rigging and sails, except mainsail, were cut away and part of deck load thrown overboard.
Deals (234 standards).	Had a deck load, dimensions not stated.	St. John, N.B. (Sailed on 5th Dec. 1876.)	Honfleur -	9	1	- 10 - -	On voyage, N. Atlantic. Exact spot unknown.	This vessel met with a succession of heavy gales, sustained damage, and had her deck load washed away. Subsequently to the loss of the deck load, her decks were again swept, and one of the crew was carried overboard.
Pitch pine timber (weight not stated).	Not stated whether a deck load was carried.	Doboy - (Sailed on 29th Jan. 1881.)	Lisbon -	10	2	- 12 - -	N. Atlantic -	Deck swept during a storm. Loss of sails, foremast, and two men washed overboard.
Deals (weight not stated).	Had a deck load, dimensions not stated.	St. John, N.B. (Sailed on 24th Sept. 1881.)	Bordeaux	14	1	N.W. 10 -	Lat. 44° 16' N., Lon. 30° W., N. Atlantic.	While hove to during a gale, heavy seas broke on board, unshipping wheel, washing the helmsman overboard, and smashing boats, binnacle, &c.
Timber, 1,300 tons	Had a deck load, dimensions not stated.	Burrard's Inlet, B.C. (Date of sailing not stated.)	Melbourne	15	1	S.S.W. 10 -	Lat. 36° 36' S., Lon. 154° 27' E., S. Pacific.	During a gale, chain plates started, mainsail carried away, &c., and one man was drowned and five injured. Vessel also lost part of her deck load.
Boards - - -	Supposed to have carried a deck load.	Bayonne -	Denia -	8	8	-	Off Cape de Palos, Spain.	This vessel capsized, was afterwards found and towed to Roquetas. Master and all crew lost. No further information. Vessel a total loss.
Lumber, 140 tons	Had a deck load, quantity not stated.	Annapolis, N.S. (Sailed on 1st Nov. 1882.)	Barbadoes	6	2	N.E. 11 -	Lat. 38° 58' N., Lon. 65° 22' W., N. Atlantic.	The "Ferland" was struck by a heavy sea, which carried away part of deck-load, fore gaff, cabin skylight, &c., and washed overboard two of the crew. It is stated that the casualty might have been avoided, had the vessel not carried such a heavy deck load.
Mahogany logs and palm leaves (350 tons).	No deck load -	Manzanillo, Cuba.	Havre -	9	1	N. 10 - -	N. Atlantic -	During a whole gale this vessel was struck by a heavy sea, sustained damage to bulwarks, and a seaman was washed overboard.
Deals (about 400 tons).	Had a deck load, dimensions not stated.	Sundswall (Sailed on the 13th June 1885.)	Cape Town	8	1	S.E. 11 -	Lat. 34° 35' S., Lon. 1° 10' E., S. Atlantic.	No information as to nature of damage sustained by the vessel. One of her crew was lost during a storm.
Deals (quantity not stated).	Had a deck load. Dimensions not stated.	Portland, Me. (Sailed on 16th Aug. 1886.)	Buenos Ayres.	9	1	Variable 12 -	Lat. 37° 21' N., Lon. 63° 0' 1" W., N. Atlantic.	Encountered a hurricane, everything moveable being swept from the deck. Boats were smashed, deck load started adrift, foremast head with all spars, &c. carried away, and one of the crew washed overboard. Vessel put into Halifax, N.S., in distress, and had to discharge her deck load for survey.
Lumber (660,000 feet).	Deck load; dimensions not stated.	Port Gamble, Washington Territory, U.S.A.	Brisbane -	18	1	S.W. 12 -	Lat. 47° 39' N., Long. 131° 12' W., N. Pacific.	The "Lady Bowen" encountered very heavy weather and became leaky. She jettisoned her deck cargo and put into San Francisco, where she was condemned.
Pitch pine (quantity not stated).	Had a deck load. Dimensions not stated.	Apalachicola.	Antwerp -	About 15	1	-	N. Atlantic -	During a heavy gale this vessel lost a man overboard, and had a portion of her deck load washed away.
Pitch pine timber (280 tons).	Had a deck load -	Norfolk, Va.	St. John, N.B.	6	1	N.E. 11 -	Lat. 38° 48' N., Lon. 72° 56' W., N. Atlantic.	Whilst hove to in a gale, carried away mainmast and all attached, also sails; fore foot was started, vessel strained, and the mate was washed overboard.

TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
(c.) IN UNITED KINGDOM							
1873. — February -	"Martha Jane," 37,650 Brigantine. 16 years.	Waterford	Five Islands, N.S.	Wood	a. — b. 91 c. —	Not classed	J. Devereux, Waterford
1877. 22 November -	"Olivia," 69,703. Wherry. 4 years.	Preston	Tarleton	Wood	a. — b. 60 c. —	Not classed	J. & A. Platt, Liverpool
1879. Found on 28 November.	"Angerona," 4922. Sloop. 32 years.	Boston	Lincoln	Wood	a. — b. 47 c. —	Not classed	W. J. Warriner, Lincoln
1881. 8 February -	"Morecambe Belle," 47,795. Schooner. 17 years.	Barrow-in-Furness.	Burton Stather	Wood	a. — b. 122 c. —	Not classed	J. Fisher & Sons, Barrow-in-Furness.
1884. 23 January -	"Mary," Sloop. 21 years	Not registered	—	Wood	a. — b. 36 c. —	Not classed	J. Hargreaves, Grimsby
1885. 8 January -	"Harwich," 56,427. Ketch. 19 years.	Harwich	Brightlingsea	Wood	a. — b. 95 c. —	Not classed	R. O. F. Steward, Nottingham, Dorsetshire.
(d.) IN FOREIGN AND							
1875. 5 June -	"William and Mary," 49,413. Schooner. 11 years.	Lyttelton, N.Z.	Victoria	Wood	a. — b. 46 c. —	Not classed	W. Langdown, Christchurch, N.Z.
21 July -	"Hero," 46,587. Cutter. 11 years.	Auckland, N.Z.	Auckland, N.Z.	Wood	a. — b. 29 c. —	Not classed	J. A. Walker, Kaipara, N.Z.
1876. 13 August -	"Acadia," 70,209. Schooner. 2 years.	Auckland, N.Z.	Omaha, N.Z.	Wood	a. — b. 53 c. —	Not classed	D. H. McKenzie, Auckland, N.Z.
— September -	"Atlantic," 40,291. Schooner. 16 years.	Sydney, N.S.W.	Auckland, N.Z.	Wood	a. — b. 71 c. —	Not classed	J. & T. Fenwick, Sydney, N.S.W.
1879. 22 January -	"Vestal," 43,343. Sloop. Age unknown.	Trinidad	Grenada	Wood	a. — b. 9 c. —	Not classed	A. Lack, Port of Spain Trinidad.
1881. 29 November -	"Hope," 79,749. Schooner. 2 years.	St. John's, N.F.L.	Old Perlican, N.F.L.	Wood	a. — b. 24 c. —	Not classed	J. Boyd, Old Perlican, N.F.L.
1882. 5 March -	"Pot," 76,293. Schooner. 4 years.	Fremantle, W.A.	Fremantle, W.A.	Wood	a. 90 b. 90 c. —	Not classed	W. D. Moore, Fremantle, W.A.
31 May -	"Syren," 4,685. Brig. 27 years.	Sydney, N.S.W.	Rochester	Wood	a. — b. 157 c. —	Not classed	G. F. Mason, Sydney, N.S.W.

Casualties with Loss of Life—continued.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
COASTING TRADE.								
Pitwood, 112 tons-	Not stated whether a deck load was carried.	Waterford. (Sailed on 23rd Feb. 1873.)	Newport, Mon.	5	5	—	Off the S. coast of Ireland.	This vessel was found derelict, dismantled, and water-logged, and was towed ashore near Kilmore, co. Wexford, where she immediately went to pieces. She is stated to have been injured in the port quarter, as if through collision.
Timber (about 75 tons).	No deck load	Dundalk (Sailed 22nd Nov. 1877.)	Preston	3	1	W.N.W. 9	Off the North West Light-ship, Liverpool Bay.	During a gale this vessel was running for the Mersey, when she was struck by a heavy sea, which carried away her main boom, bulwarks, &c., and swept the mate overboard.
Empty barrels. No further information.	Not stated whether a deck load was carried.	Johnshaven (Kincardine). (Sailed on 4th Nov. 1879.)	Gt. Yarmouth.	3	3	Unknown	Found on Mundesley Beach, Norfolk.	This vessel was found bottom up on Mundesley Beach. A total loss.
Pitwood	Owners cannot say whether a deck load was carried.	Clare Castle, Limerick. (Sailed on 5th Feb. 1881.)	Liverpool	4	2	W. 10	Between Loop Head and Kilcredane, R. Shannon.	Vessel shipped a heavy sea, which washed away wheelhouse, bulwarks, stanchions, &c., and carried two men overboard.
Deals (26½ standards,—65 tons).	Had a deck load; dimensions not stated.	Grimsby	Sheffield	2	1	W. 10	White Booth Roads, R. Humber.	Whilst the "Mary" was brought up at anchor during a gale, the sea washed over her, carrying away her "top load" of deals, and causing her to heel over and fill with water. The master and boy took to their boat, but the latter subsequently died from cold and exposure. The sloop afterwards righted, and was taken into port.
Timber, lathwood, &c. (130 tons). Owner says cargo consisted of 38 loads of timber, 300 25-ft. poles, and 30 fathoms of lathwood, about a third of the lathwood being carried on deck.	Had a deck load (of lathwood) about 40 feet long and 4 feet 6 inches high, stowed between the fore hatch and the mizen mast, and secured with chains.	London (Sailed on 23rd Dec. 1886.)	Truro	4	1	Variable 9	About 11 miles S.S.W. of Portland, Dorsetshire.	Whilst running for Portland in a gale this vessel jibed twice, lost sails and spars, and a boy was struck by a block and knocked overboard. Owner says casualty was due to the wind veering in a heavy squall, which caused vessel to jibe over and the main sheet to break.
COLONIAL LOCAL TRADES.								
Principally timber. No further information.	No deck load	Matueka	Patea	5	1	S.E. A gale	About 30 miles N.W. of Kapiti Island, Cook's Strait, N.Z.	During a gale vessel lost mainsail, and a sea striking her broadside on when hove to, she capsized. A total loss.
Timber. No further information.	Not stated whether a deck load was carried.	Kaipara, N.Z. (Sailed on 16th July, 1875.)	River Waitara.	4	3	S.W. —	3 miles off R. Mokau, N.Z.	Owing to the vessel rolling, a plank opened on the port side, and the rigging being then cut away on that side, the mast went overboard. All hands took to the boat, which capsized, and one man swam ashore. Vessel was afterwards towed to port by a steam tug.
Timber (70 tons)	Had a deck load; dimensions not stated.	Auckland, N.Z. (Sailed on 9th Aug. 1876.)	Lyttelton, N.Z.	5	1	W.S.W. 9	20 miles S. of the Mahia Peninsula, N.Z.	The "Acadia" was struck by a heavy sea during a gale, which swept her decks, dismantled her, and washed a seaman overboard.
Timber (90 tons)	Had a deck load; dimensions not stated.	Richmond River.	Sydney, N.S.W.	5	5	—	Found off Charlotte Heads, N.S.W.	Found bottom up. Supposed to have met a hurricane. A total loss.
Empty barrels	—	Trinidad	Martinique	3 and 1 passenger.	2 (1 crew, 1 passenger.)	—	Caribbean Sea	This vessel sustained damage owing to stress of weather and a heavy ground swell.
Wood (quantity not stated.)	Not stated whether a deck load was carried.	Old Perlican, N.F.L.	Random, N.F.L.	5	5	W. 11	Between Old Perlican and Random, Trinity Bay, N.F.L.	Capsized during a hurricane, and all hands lost. Vessel subsequently taken into port.
Timber (quantity not stated.)	Not stated whether a deck load was carried.	Bunbury, W.A.	Adelaide, S.A.	6 and 1 passenger.	1 (crew)	S.W. 6	50 miles S. of Cape Leeuwin, W.A., Southern Ocean.	The "Pet" was struck by a whale, and subsequently foundered.
Timber. (Weight not stated.)	Had a deck load; dimensions not stated.	Kaipara, N.Z.	Sydney, N.S.W.	8	3	S.W. 10	Lat. 34° S., Lon. 154° 11' E., S. Pacific.	During a gale stern was stove in, and the heavy seas breaking on board carried away deck load and three of the crew, and also smashed bulwarks, fore-castle house, &c.

(2.) TIMBER LADEN SAILING SHIPS—Miscellaneous

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where built.	Wood, Iron, Composite, or Steel.	Tonnages. a. Gross. b. Net. c. Under Deck.	Classification.	Name and Address of Owner.
							(d.) In Foreign and
1883. 17 November -	"Ramprasad." Padow. 24 years.	British India. (Not regis- tered.)	Unknown -	Wood	a. — b. 34 c. —	Not classed - -	-
1886. 14 April -	"Sir John Franklin." 89,316. Schooner. 1 year.	Sydney, N.S.W.	Jervis Bay, N.S.W.	Wood	a. — b. 245 c. —	Not classed - -	A. Conlon, Jervis Bay, N.S.W.
24 June -	"Pelican." 71,800. Schooner. 12 years.	Lyttelton, N.Z.	Manning River, N.S.W.	Wood	a. 74 b. 69 c. —	Not classed - -	J. Waller, Christchurch, N.Z.
21 September	"Cleopatra." 52,443. Schooner. 19 years.	Lyttelton, N.Z.	Auckland, N.Z.	Wood	a. 92 b. 88 c. —	Not classed - -	O. W. Turner, Christchurch, N.Z.
16 December -	"Rough Diamond." 66,972. Schooner. 12 years.	St. John, N.B.	Greenwich, N.B.	Wood	a. 70 b. 70 c. —	Not classed - -	G. Crain, Port Wolf, N.B.

Casualties with Loss of Life—*continued.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives lost.	State of Weather at Time of Casualty.	Place of Casualty.	Nature of Casualty, and Result of any Inquiry held.
Nature and Quantity.	How secured, and particulars of Deck Load, if any.	From	To					
Colonial Local Trades—continued.								
Firewood. (No further information.)	Not stated whether a deck load was carried.	Matvad	Bombay	9 and 3 passengers.	1 (crew.)	—	Off Masad, G. of Cambay, W. Coast of India.	This vessel capsized owing to the spring tides.
Timber (333 tons)	Had a deck load; dimensions not stated.	Wellington, N.Z. (Sailed on the 5th Apr. 1886.)	Sydney, N.S.W.	8 and 6 passengers.	1 (crew.)	S.E. 9	Lat. 34° 50' S., Lon. 157° 6' E., S. Pacific.	During the gales heavy seas broke on board and washed overboard all the deck cargo, also the mate.
Timber (90 tons)	Had a deck load; dimensions not stated.	Kaipara, N.Z.	Lyttelton, N.Z.	5	5	S.E. 9	Cook Strait, N.Z.	This vessel was found bottom up, near Waitotara River, N.Z. She is supposed to have capsized in a violent squall, on the 24th of June 1886, and to have drifted ashore. A total loss.
Timber (81,000 ft.)	No deck load	Thames River, N.Z.	Lyttelton, N.Z.	6	6	—	S. Pacific (drifted ashore in Hawke's Bay, N.Z.)	The "Cleopatra" is supposed to have capsized during a heavy gale. She drifted ashore, bottom up, a complete wreck. She is stated to have been overhauled and surveyed three months before she was lost.
Deals and boards	Had a deck load; dimensions not stated.	Little Salmon River, N.B.	St. John, N.B.	4	4	S.W. 10	Bay of Fundy	This vessel encountered a gale off Cape Spencer, and was seen putting back to Quaco. She, however, did not reach that place, and is supposed to have filled and capsized. She was found, bottom up, near Canada Creek, N.S., on the 30th of December 1886. A total wreck.

SUMMARY OF PART II.

TIMBER LADEN SHIPS.—MISCELLANEOUS CASUALTIES WITH LOSS OF LIFE.—VOYAGES.

SHIPS belonging to the UNITED KINGDOM and BRITISH POSSESSIONS ABROAD. Years 1873 to 1889.

Year.	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.				Grand Total.	
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.			
	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Ves- sels.	Lives Lost.	Vessels.	Lives Lost.
1873	—	—	3	8	—	—	3	6	—	—	1	5	—	—	—	—	—	—	7	19	7	19
1874	—	—	8	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	9	8	9
1875	1	2	5	11	—	—	1	1	—	—	—	—	—	—	2	4	1	2	8	16	9	18
1876	—	—	4	6	—	—	2	2	—	—	—	—	—	—	2	6	—	—	8	14	8	14
1877	—	—	6	9	—	—	—	—	—	—	1	1	—	—	—	—	—	—	7	10	7	10
1878	—	—	4	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	5	4	5
1879	—	—	—	—	—	—	—	—	—	—	1	3	—	—	1	2	—	—	2	5	2	5
1880	—	—	6	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	14	6	14
1881	1	1	2	2	—	—	4	12	—	—	1	2	—	—	1	5	1	1	8	21	9	22
1882	2	2	3	8	—	—	1	2	—	—	—	—	—	—	2	4	2	2	6	14	8	16
1883	—	—	8	11	—	—	—	—	—	—	—	—	1	1	1	1	1	1	9	12	10	13
1884	—	—	4	4	—	—	1	1	—	—	1	1	—	—	—	—	—	—	6	6	6	6
1885	—	—	4	4	—	—	1	1	—	—	—	—	—	—	—	—	—	—	5	5	5	5
1886	—	—	7	10	—	—	2	2	—	—	1	1	—	—	4	16	—	—	14	29	14	29
1887	—	—	2	2	1	2	1	1	—	—	—	—	—	—	—	—	1	2	3	3	4	5
1888	—	—	4	5	1	1	—	—	—	—	—	—	—	—	—	—	1	1	4	5	5	6
1889	1	1	2	3	—	—	1	1	—	—	—	—	—	—	—	—	1	1	3	4	4	5

Note.—The above table includes sixteen vessels whose registers were closed in consequence of the casualties.

Board of Trade,
July 1890.

HENRY G. CALCRAFT.

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS Received, from the 1st April 1888 to the 31st March 1889, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

						Cash.	Exchequer Bills.	
						£. s. d.	£. s. d.	
Balance on 31st March 1888, shown in the preceding Account - - -						—10,388 13 10	40,000 - -	
1882 - -		£. s. d.	1884-85 -		£. s. d.	1886-87 -		£. s. d.
		5,944 15 -			4,132 2 6			2,689 18 7
1883-84 -		5,865 18 9	1885-86 -		3,690 9 1	1887-88 -		7,288 2 3
Amount received from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 2,988 Deceased Seamen (including 27l. 5 s. 10 d. on account of the year 1887-88) - - -						15,463 5 3		
Interest received on Exchequer Bills - - -						730 3 3		
Amount realised by sale of Exchequer Bills (including Premium and Interest) - - -						20,093 14 10		
Amount paid in Year ended 31st March 1889 to the Relatives and Representatives of 2,369 Deceased Seamen, viz. ;— - - -						£. s. d.	25,898 9 6	
						14,799 14 3		
1882 - -		£. s. d.	1886-87 -		£. s. d.			
		42 19 8			204 3 5			
1883-84 -		84 12 1	1887-88 -		4,047 8 5			
1884-85 -		23 3 6	1888-89 -		10,324 6 6			
1885-86 -		73 - 8						
Amount unclaimed, received prior to 1st January 1883, surrendered to the Mercantile Marine Fund - - -						£. s. d.	5,901 15 4	
Amount of Interest on unclaimed Wages and Effects, also surrendered - - -						730 3 3		
						6,631 18 7		
Amount paid to the Exchequer and Audit Department for auditing - - -						109 13 -		
						21,541 5 10		
Exchequer Bills sold, as above - - -						- - -	20,000 - -	
						£.	4,357 3 8	20,000 - -

BALANCE unclaimed on 31st March 1889, viz. :—

	£.	s.	d.		£.	s.	d.			
1883-84 -	5,781	6	8	1886-87 -	2,485	15	2			
1884-85 -	4,108	19	-	1887-88 -	3,158	6	8	£.	s.	d.
1885-86 -	3,617	8	5	1888-89 -	5,111	12	11			
								24,263	8	10
Interest	-	-	-	-	-	-	-	93	14	10
								£.	24,357	3 8

Board of Trade, }
29 April 1890. }

Allen Stoneham,
Assistant Secretary.

I HEREBY certify that the Statement of the Account of Wages and Effects of Deceased Seamen, as rendered by Allen Stoneham, Esq., Assistant Secretary to the Board of Trade, from 1st April 1888 to 31st March 1889, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows :—

Charge - - -	£. s. d.
Discharge - - -	65,398 9 6
	41,541 5 10

and that on the said Account the Accounting Officer is indebted in the sum of Twenty-four Thousand Three Hundred and Fifty-seven pounds Three shillings and Eightpence.

Given under my hand this 28th day of March 1890.

(signed) C. L. Ryan,
Comptroller and Auditor General.

WAGES AND EFFECTS OF DECEASED
SEAMEN.

ACCOUNT of the SUMS Received and Paid for the
WAGES and EFFECTS of DECEASED SEAMEN in the
Year ended 31 March 1889.

(*Presented by Her Majesty's Command.*)

*Ordered, by The House of Commons, to be Printed,
29 April 1890.*

LONDON:

PRINTED BY HENRY HANSARD AND SON;

AND

Published by EYRE and SPOTTISWOOD, East Harding-street,
London, E.C.

and 32, Abingdon-street, Westminster S.W.;

ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co, 104, Grafton-street, Dublin.

[*Price ½ d.*]

152.

H.—1. 5. 90.

HARWICH HARBOUR.

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st day of March 1890; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade, }
24 June 1890. }

HENRY G. CALCRAFT.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,
27 June 1890.

LONDON:
PRINTED BY HENRY HANSARD AND SON;

AND
Published by EYRE and SPOTTISWOODE, East Harding-street, London, E.C.,
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co, 104, Grafton-street, Dublin.

REPORT OF THE HARWICH HARBOUR CONSERVANCY BOARD.

(H. 4009.)

THE Harwich Harbour Conservancy Board have to report that the dues received on shipping during the year ended 31st March last exceeded considerably the revenue of previous years, and amounted to the sum of 1,816*l.* 19*s.* 5*d.* The trade to Parkeston Quay appears to be increasing, and beyond the ordinary traffic a considerable number of steamers of heavy tonnage during the year discharged cargoes in the Harbour for Ipswich.

The Board's Accounts for the past year are submitted herewith, showing an accumulated balance in hand of 813*l.* 14*s.* 6*d.*

The Engineer's Annual Report is annexed hereto, by which it will be seen that something is being done towards strengthening the works at Landguard, and the Conservators hope that by the aid of a grant from Parliament, application as to which has been forwarded to the public department, together with the surplus funds from time to time in hand, they may be enabled to carry out the permanent works which are now required, the necessity for which has been repeatedly urged in former Reports, and the Conservators are of opinion that further delay in carrying such works to completion would be unwise and might result in serious consequences injurious to the approaches and entrance of the Harbour.

By order of the Board,

(signed) *Richard S. Barnes,*

Harwich, 5 June 1890.

Clerk to the Board.

ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen,

Ipswich, 8 April 1890.

SINCE my last Annual Report of 26th March 1889 no work was specifically authorised or undertaken at Landguard beyond watching and small temporary repairs to existing structures, with some minor steps for aiding expected progress with substantial reparations in accordance with your expressed views, until your inspection and Resolution of 24th July last authorising definite preparations to be made for permanently protecting the low water portion of Landguard Jetty seaward of Bay 110. This was directed to be effected to the extent of 1,000 *l.* from the Harbour Surplus Revenue, out of the estimated required outlay of 3,000 *l.* submitted for approval in April 1889, in addition to the estimated amount of 6,000 *l.* submitted in 1877 for securing the landward portion from Bay 110, which, together with the other items referred to in my summarised Report of 10th December last, made up the 12,000 *l.*, for sanction of which expenditure your application was made to the Board of Trade.

Since July last preparations were made for giving effect to your directions of that date, which involved the procurement of all needful materials and appliances (with suitable workpeople for such purpose), including tram rails with new selected timber runners and supports for strengthening jetty, both seaward and landward, in addition to concrete frames, with travelling crane and bogie trucks, for safely transporting blocks, when sufficiently seasoned, to their destination.

These necessary proceedings occupied so much time that had weather set in before much could be done, and largely prevented blockmaking being carried on in such an exposed situation with proper regard to economy and efficiency, although as most of the before-mentioned requirements have now been provided, and strengthening of jetty advanced, blockmaking is being continued, while those blocks already prepared may be shortly removed and deposited as required.

The removal of hearting at eastward end of jetty short of Bay 110 in 1884-85, to allow of the beach passing from the N.E. for protection of the S.W. side of jetty, continues partially effective, but experience has shown that this cannot be fully relied on. Moreover, there has been, and is, a strong continuing tendency under the influence of southwardly gales for such beach to travel so far to the westward in its passage along the eastward shore of the Harbour as to encroach on the deep water channel, thereby causing apprehension that the nucleus of a new point was being formed, and in such a position as to materially influence the set of the Harbour ebb tide to the westward, and thereby approximating to the original faulty contour, generally considered one of the main causes of the formation and rapid advance of the Old Point dispersed by your works.

Indeed, so strongly have I felt, and still feel, as to the continued accumulation and advance of this S.W. beach, that I have not only advised your reconsideration of the question of permitting it to pass the jetty as heretofore, but to effect its reduction by sale from its most westwardly advance, and which, if continuing, I shall shortly have to ask permission to further reduce by tramway removal on to the accreted ground immediately N. Eastward of jetty.

The total expenditure for the year, in materials, plant, and labour, has been 649 *l.* 14 *s.* 4 *d.*, of which 521 *l.* 10 *s.* 4 *d.* has been paid during the last quarter mainly in carrying into effect your Resolution of July last.

In other respects than those indicated, your works for the preservation of the Harbour entrance are in efficient condition.

I remain, &c.
(signed) *Peter Bruff*,
Engineer to the Board.

THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for the Period ended 31st March 1890.

RECEIPTS.	1 August 1863 to 31 March 1880.	1 April 1889 to 31 March 1890.	TOTAL.
Revenue - - - - -	£. s. d. 32,098 4 11	£. s. d. 1,823 4 5	£. s. d. 33,921 9 4
Votes by Parliament (Treasury Advances).	17,273 2 4	- - -	17,273 2 4
Public Works Loan Commissioners	10,000 - -	- - -	10,000 - -
Interest - - - - -	80 11 7	- - -	80 11 7
PAYMENTS.			
Public Works Loan Commissioners, Instalments of Loan repaid.	£. s. d. 4,448 2 6	£. s. d. 205 12 6	£. s. d. 4,653 15 -
Public Works Loan Commissioners, Interest on Loan.	5,639 18 1	178 15 3	5,818 13 4
Salaries and Collectors' Poundage	11,046 11 0	538 15 6	11,585 7 -
Land - - - - -	2,403 11 -	- - -	2,403 11 -
Works - - - - -	27,462 18 10	649 14 4	28,112 13 2
Incidental Expenses - - -	2,616 10 4	106 4 9	2,722 15 1
Law Expenses - - - - -	1,122 2 1	- - -	1,122 2 1
Engineering - - - - -	3,275 7 8	66 7 9	3,341 15 5
Parliamentary Agents - -	700 16 8	- - -	700 16 8
Cash in hands of Treasurer - - -	£. 58,715 18 3	1,745 10 1	60,461 8 9
			813 14 6
			£. 61,275 3 3

Abstract of Receipts and Payments for the period ended 31st March 1890, and that the Accounts have been audited by this Board.

(signed) *Richard S. Barnes,*
Clerk to the Board.

Harwich, 10 April 1890.

I hereby certify that this Account has been examined by me, under the direction of the Board of Trade, as provided by Sect. 6 of the Harwich Harbour Act, 1863 (26 & 27 vict. c. 71), and that the same is correct.

Allen Stoneham,
Assistant Secretary.

THE HARWICH HARBOUR CONSERVANCY BOARD.

31st MARCH 1890.

STATEMENT of ASSETS and LIABILITIES of the Board at the above Date, as nearly as the same can be Estimated.

ASSETS.			LIABILITIES.		
	Unavailable.	£. s. d.			£. s. d.
Boat and Stores -	-	-	Harbour Master's Poundage on March Collection	-	28 - 5
Wreck Buoy, Anchor, Chain	-	-	Conservators' Travelling Expenses	-	10 - -
	-	-	Sundry small Accounts	-	5 - -
	-	-	Labour on Works	-	12 - -
Balance in Treasurer's hands	-	-			
		813 14 6			
	£.	813 14 6		£.	55 - 5

Harwich, 10 April 1890.

(signed) Richard S. Barnes,
Clerk to the Board.

HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st March 1890; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with the REPORT of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
27 June 1890.

[Price 1 d.]

226.

H.—30. 6. 90.

Under 1 oz.

HOLYHEAD HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1890;—for,

COPY “of CORRESPONDENCE between the LONDON and NORTH WESTERN
RAILWAY COMPANY and the BOARD of TRADE, respecting the Con-
struction of a DEEP-WATER PIER, and the Removal of the PLATTERS
ROCKS in HOLYHEAD HARBOUR.”

Board of Trade, }
6 June 1890. }

HENRY G. CALCRAFT.

(*Mr. Kenyon.*)

Ordered, by The House of Commons, to be Printed,
9 June 1890.

LONDON.
PRINTED BY HENRY HANSARD AND SON;

AND
Published by EYRE and SPOTTISWOODE, East Harding-street, London, E.C.,
and 32, Abingdon-street Westminster, S.W.:
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co., 104, Grafton-street, Dublin.

COPY of CORRESPONDENCE between the LONDON and NORTH WESTERN RAILWAY COMPANY and the BOARD of TRADE, respecting the Construction of a DEEP-WATER PIER and the Removal of the PLATTERS ROCKS in HOLYHEAD HARBOUR.

— No. 1. —

(H. 6604.)

Sir *Richard Moon*, Bart., to Board of Trade.

London and North Western Railway
Company, Board Room,
Euston Station, London, N.W.,

Sir,

1 August 1888.

SOME years ago we negotiated with the Board of Trade for the erection of a pier in the Outer Harbour at Holyhead, with deep water on each side. The cost of the railway access and pier, &c., were, however, so large, that not receiving encouragement, we dropped the suggestion.

Now, however, our attention has been called to the reply which you gave to a question in the House of Commons, that the cost of removing the Platter Rocks in the Outer Harbour would be 250,000 *l.*, but that if you found it could be done for less the Government would reconsider the matter.

In connection with this, my colleagues have again discussed the question of the pier, with a view of seeing if some arrangement mutually advantageous to the public and to the Railway Company could be made.

The pier proposed by the Railway Company is shown upon the accompanying Chart, together with the railway access thereto. The dimensions are 1,200 feet in length (which could be extended hereafter), and 100 feet in width, with an approach channel on each side having a width of 80 and 100 yards respectively, and a minimum depth of 26 feet at low water of equinoctial spring tides.

As you are no doubt aware, the Company hold at Holyhead some of their harbour property (as shown upon accompanying Plan), on lease from the Board of Trade, and if the Government would grant them the freehold of this property, or in the alternative, a lease for 999 years at a nominal rent, and the right to construct the pier and approach (giving to the Company the same rights in the new works as they would have in their old works), the Railway Company would undertake, free of all expense to the Government, to remove the Platter Rocks, as shown upon the Chart, to a depth of 26 feet below low water of equinoctial spring tides.

We believe that under Section 10 of the Holyhead Harbour Act, 1854, 17 & 18 Vict. c. 44, the Government have power to give effect to this arrangement, but of course the Company would require Parliamentary sanction to raise the capital necessary to carry out the works, and, having regard to the large expenditure to be incurred, they would require also that their present terminable powers to work steamboats from Holyhead should be extended and made permanent.

The pier will be available for the use of Her Majesty's vessels in time of war, and as the Company will be at a large expense in constructing it, the traffic and shipping using it should be free of harbour dues.

This

This proposal of course involves many details which would have to be subsequently considered, but in the meantime I place it before you as a means of meeting the public necessity for the removal of the Platter Rocks, and the improvement of Holyhead Harbour without any expenditure upon the part of the Government.

The Right Honourable
Sir Michael Hicks Beach, Bart., M.P.,
12, Downing-street, S.W.

I am, &c.
(signed) *Richard Moon.*

— No. 2. —

(H. 6913.)

Board of Trade to Sir *Richard Moon*, Bart.

Sir,

Board of Trade (Harbour Department),
London, S.W., 16 November 1888.

WITH reference to previous correspondence, and more particularly with regard to your letter of the 1st August last, and to the interviews which you have had with the President of the Board of Trade, relative to the erection by the London and North Western Railway Company of a pier in the Outer Harbour at Holyhead, and the removal of the Platters Rocks, I am now directed to inform you of the conclusion at which the President has arrived, after a very careful consideration of the proposals which you have placed before him.

The desirability of the removal of the Platters Rocks has frequently been pressed upon Her Majesty's Government, on the ground of the material improvement that would thereby be effected in the harbour at Holyhead as a harbour of refuge. But the President is advised that much, if not the whole, of this improvement would be lost if the removal of the rocks were coupled with the construction of a pier, and its approaches covering the extensive area indicated on the Chart forwarded by you, the use of which would be practically monopolised by the London and North Western Railway Company. He is unable to perceive that the advantages which would be derived by the public from this scheme are sufficient to justify the relinquishment to the Company of the annual rent of 750 *l.* which they now pay for the accommodation which they have in the Inner Harbour, and the grant of exemption from harbour dues to the ships which would use the proposed pier.

In these circumstances, I am to express his regret that he is not in a position to recommend Her Majesty's Government to assent to your proposal.

Sir Richard Moon, Bart.,
Euston Station, N.W.

I am, &c.
(signed) *Henry G. Calcraft.*

HOLYHEAD HARBOUR.

COPY of CORRESPONDENCE between the LONDON and
NORTH WESTERN RAILWAY COMPANY and the
BOARD of TRADE, respecting the Construction of
a DEEP-WATER PIER, and the Removal of the
PLATTERS ROCKS in HOLYHEAD HARBOUR.

(*Mr. Kenyon.*)

*Ordered, by The House of Commons, to be Printed,
9 June 1890.*

[*Price 1 d.*]

212

H.-11, 6. 90.

Under 1 oz.

HOLYHEAD HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 7 August 1890;—for.

COPY “of CORRESPONDENCE between the BOARD OF TRADE, the POSTMASTER
GENERAL, and the CITY OF DUBLIN STEAM PACKET COMPANY upon
the subject of the present System of Shipping and Landing MAILS and
BAGGAGE at *Holyhead*.”

Board of Trade, }
7 August 1890. }

HENRY G. CALCRAFT.

(*Sir Michael Hicks Beach.*)

Ordered, by The House of Commons, to be Printed,
7 August 1890.

LONDON:
PRINTED BY HENRY HANSARD AND SON;

AND
Published by EYRE and SPOTTISWOODE, East Harding-street, London, E.C.,
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co. 104, Grafton-street, Dublin.

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COPY of CORRESPONDENCE between the BOARD OF TRADE, the POSTMASTER GENERAL, and the CITY OF DUBLIN STEAM COMPANY upon the subject of the present System of Shipping and Landing MAILS and BAGGAGE at *Holyhead*.

— No. 1. —

(H. 872.)

City of Dublin Steam Packet Company to President of Board of Trade.

Sir, 15, Eden Quay, Dublin, 3 February 1890.

WITH reference to your visit to Holyhead in August last, and the conversation which I had with you when I had the honour of subsequently meeting you at Kingstown, on the subject of the unprotected state of the mail packet jetty at Holyhead, when you kindly promised to look into the matter, I shall be much obliged if you will be so good as to let me know if you have been able to do so, and I cannot but hope that you will see your way to direct the important and most necessary works to be carried out which we have so frequently asked for.

While the pier continues in its present state most serious risk is incurred in all north-east and north-west gales, and the captains of the mail packets are constantly urging upon me, in the strongest possible manner, the urgent necessity which exists for additional protection.

The total cost of the works we ask for was estimated by Sir J. Hawkshaw at only 10,102 *l.*, which surely cannot be considered as a large sum to make the berth used by the mail packets safe, when it is borne in mind that the piers, which were originally intended to be constructed for the Irish mail service at a cost of 450,000 *l.*, have never yet been built.

If the works could be ordered at once all would be completed before next winter, and an amount of danger avoided, which it is hard for anyone not constantly engaged in carrying on the service to estimate the extent of, but which our captains, who have been for many years employed on the line, feel to be one of the most serious risks that they run, and one which can practically be removed if the works referred to are constructed.

I am, &c.
(signed) *William Watson*.

Right Honourable
Sir M. Hicks Beach, Bart., M.P.,
Board of Trade, Whitehall Gardens, London, S.W.

— No. 2. —

(H. 872.)

Board of Trade to General Post Office.

Sir, Board of Trade, Harbour Department, London, S.W.,
13 February 1890.

I AM directed by the Board of Trade to transmit to you, for the careful consideration of the Postmaster General, copy of a letter which has been addressed to them by the City of Dublin Steam Packet Company with reference to the alleged unprotected state of the mail packet jetty at Holyhead, and urging that the necessary works may be carried out without delay.

In laying this letter before Mr. Raikes, I am to request that you will call his attention to the list of works (and amounts then estimated for their construction) contained in Sir John Hawkshaw's Report of the 9th June 1884, a copy of which is to be found at pages 8-11 of Parliamentary Paper, No. 125, of Session 1886.

Of the works there enumerated, No. 1, the raising of the platforms, has at present alone been carried out. Strong representations have been made from time to time to the President of the Board of Trade, not only as to the serious risk of danger and delay to which the mail packets, and consequently the mail service, are said to be exposed in north-easterly and north-westerly gales, but also as to the delay occasioned by the present mode of shipping and unshipping passengers' baggage at the mail jetty at Holyhead.

The Board of Trade think it very desirable, if public expenditure of the nature requested by the City of Dublin Steam Packet Company is incurred, that some improvement should at the same time, if possible, be effected at the cost of that Company in the arrangements for the latter purpose; and the Board would be glad to be favoured with any observations which Mr. Raikes may have to offer upon the whole subject.

I am, &c.
(signed) *Henry G. Calcraft.*

The Secretary, General Post Office.

-- No. 3. --

(H. 1301.)

General Post Office to Board of Trade.

Sir, General Post Office, London, 21 February 1890.

THE Postmaster General desires me to acknowledge the receipt of your letter of the 13th instant, forwarding a copy of a letter addressed to the Board of Trade by the City of Dublin Steam Packet Company with reference to the alleged unprotected state of the mail packet jetty at Holyhead, and the risk of danger and delay to which the mail packets are thereby exposed.

In reply, I am to state that, at the instance of the City of Dublin Steam Packet Company, this subject has been repeatedly brought under the notice of the Lords Commissioners of the Treasury, and as recently as the 3rd April last a communication was addressed to their Lordships representing the urgent need which, in the opinion of experienced commanders of the mail packets, existed for the construction of further protective works.

Mr. Raikes then stated that his own acquaintance with the locality enabled him to support the views expressed by the City of Dublin Steam Packet Company, and it would give him pleasure to learn that the Board of Trade had received the authority of the Treasury to carry out the further works indicated.

I am, &c.
(signed) *F. E. Baines.*

The Assistant Secretary,
Harbour Department, Board of Trade.

— No. 4. —

(H. 1301.)

Board of Trade to General Post Office.

Sir, Board of Trade, Harbour Department, London, S.W.,
25 February 1890.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 21st instant, with reference to the alleged unprotected state of the mail packet jetty at Holyhead, and the risk of danger and delay to which the mail packets are exposed.

In reply, I am to request that you will call the attention of the Postmaster General to that portion of Mr. Calcraft's letter of the 13th instant, in which reference is made to the need for some improvement to be effected, if possible,

at

at the cost of the City of Dublin Steam Packet Company in the present mode of shipping and unshipping passengers' baggage at the mail jetty, and to request that you will move Mr. Raikes to cause them to be favoured with his views thereon.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary, General Post Office.

— No. 5. —

(H. 1496.)

General Post Office to Board of Trade.

General Post Office, London,
28 February 1890.

Sir,

IN reply to your further letter of the 25th instant, calling attention to the delay which is at present occasioned in shipping and unshipping passengers' luggage at the mail jetty at Holyhead, and suggesting that the City of Dublin Steam Packet Company, the contractors for the mail service, should be called upon, at their own expense, to provide for improvements in this respect, I am directed by the Postmaster General to state that he has no power under the contract for the conveyance of mails to require that Company to effect the desired improvements. The contract merely provides for the performance of the mail service within specified hours, by steamers of a certain standard, and there are penalties for delay; but so long as the conditions of the contract are fulfilled the Department cannot require the Company to change the method by which the mails are shipped and unshipped.

It will be within the recollection of the Board that in the year 1885 much correspondence took place with reference to the use of cranes for the transfer of the mails at Holyhead, and estimates were formed of the expense which it was proposed the City of Dublin Steam Packet Company should bear. The plans involved, however, an agreement between the Packet Company and the London and North Western Railway Company, which was not come to, and they were ultimately abandoned.

I am, &c.
(signed) *F. E. Baines.*

The Assistant Secretary,
Harbour Department, Board of Trade.

— No. 6. —

(H. 1496.)

Board of Trade to City of Dublin Steam Packet Company.

Board of Trade, Harbour Department, London, S.W.,
6 March 1890.

Sir,

WITH further reference to your letter of the 3rd ultimo, addressed to the President upon the subject of the alleged unprotected state of the mail packet jetty at Holyhead, and urging that the works which you consider necessary may be carried out without delay, I am now directed by Sir Michael Hicks Beach to remind you that upon the occasion of his visit to Holyhead to which you refer, it was suggested by him that the City of Dublin Steam Packet Company should provide some better means than at present exist for shipping and unshipping passengers' baggage and mails; and I am to inquire whether the Company would be prepared to undertake this, and if so, in what way, provided the improvement to the jetty asked for by you were undertaken at the cost of the Government.

I am, &c.
(signed) *Henry G. Calcraft.*

Wm. Watson, Esq.,
City of Dublin Steam Packet Company,
15, Eden Quay, Dublin.

— No. 7. —

(H. 1932.)

City of Dublin Steam Packet Company to Board of Trade.

Sir,

15, Eden Quay, Dublin, 14 March 1890.

I BEG to acknowledge the receipt of your letter of 6th instant, and to say in reply that the subject of transferring the mails and luggage between the trains and steamers at Holyhead and Kingstown by mechanical means is one that has long engaged the attention of this Company, and they are most anxious to be able to make a satisfactory arrangement to carry out the work in the best and most expeditious manner.

When, in 1883, we tendered for the present mail service we contemplated such an improvement, and, soon after the commencement of the contract, entered into correspondence with the Post Office with the view of making the necessary arrangements.

I enclose a copy of my letter of 20th November 1884 to the Post Office, which describes the system we proposed to adopt.

We had in the early part of that year applied to the Post Office for the erection of the necessary cranes at Holyhead and Kingstown Piers, and the other alterations that were required. We considered that the cost of the cranes should be borne by the Government in the same way as all outlay on the piers had hitherto been met, but when the Post Office made it a condition that we should pay for the cranes we agreed to do so on the terms named by them, *i.e.*, to repay the cost in 10 equal annual instalments; but, notwithstanding this, after a lengthened correspondence, which was continued until May 1887, the matter, I regret to say, fell through.

We are as anxious as we ever were to carry out what we believe will be a most important improvement in the service; and I am authorised to say that if the improvement of the Holyhead Jetty is undertaken at the cost of the Government, this Company will agree to pay for the erection of the 10 hydraulic cranes, &c. (the cost of which was estimated at 8,873 *l.*) at Kingstown and Holyhead on the same terms as were agreed to in 1885, and to carry out the transfer in accordance with the arrangements then proposed by us.

May I again express our earnest hope that the protection works at Holyhead Pier may be commenced at once, so that our mail packets may not be exposed during another winter to the serious danger and difficulty they have been hitherto liable to.

I am, &c.

(signed) *William Watson.*

Henry G. Calcraft, Esq., C.B.,
Board of Trade, London, S.W.

Enclosure in No. 7.

Dear Sir,

15, Eden Quay, Dublin, 20 November 1884.

IN reply to your letter of 4th, in which you ask for a detailed description of the arrangements contemplated by this Company for expediting the transfer of mails and passengers' luggage, &c., between the mail packets and the trains on the piers at Holyhead and Kingstown, and of which I gave a general description in my letter of 31st March last, I beg to say that we propose to employ crates on low wheels of about the following external dimensions: length 6 ft. 6 in., width 5 feet, height 5 ft. 6 in., including wheels, the floor of the crate to be raised by the wheels about six inches above the ground, each end of the crate to be provided with double doors opening to the full size of the crate, and the crate to have rings at each top corner for facility in lifting. The arrangements for working the crates would be as follows: The crates would not be taken out of the vans either at Euston or Westland Row, but would at those places, and at all roadside stations, be treated as part of the vans, the mails and luggage being stowed in them in the same way as now stowed in the compartments of the vans, the crate doors opening to the full size, as already explained, enabling this to be done without difficulty. On arrival of the trains at Holyhead or Kingstown, where the platforms will be level with the

the van floors, the crates will be rolled out and brought under the cranes that will be erected abreast the gangways of the mail packets; and will be lifted on board. On arrival at the end of the voyage the crates will be lifted on shore by the cranes and rolled into the vans. This method of transit will be applied to all luggage, and to the mails with the exception of the bags that come down from Euston or go up to it in the travelling postal office, which will either be carried as at present or put on an open truck which can be lifted from and to the packet, in the same way as the closed crates, and emptied or filled into or from the travelling post offices.

The alterations that will be necessary in the railway vans will be that they should either be divided into compartments with doors of such a width as will admit of the crates being rolled into them with ease, or be provided with sliding doors of such a size and so easily moved that the crates may be got quickly in and out, and there must be sufficient van accommodation in the centre of the trains to receive the crates, so that no time may be lost through having to bring them to or from the ends of the train.

All mails requiring sorting on board the packets will be taken out of the crates immediately after the vessel starts, and repacked in them before arrival at the end of the voyage. Mails not requiring to be sorted in the packet or train would be labelled on the outside of the crates, and not interfered with until arrival at destination, when they would be taken out of the vans by opening the van and crate doors, as already described in loading them.

With regard to the time to be saved, it is not possible to name it in minutes, the quantity of mails and luggage to be moved on each occasion varies so much, but we are confident that at least a third of the time now taken would be saved. The vessels are being provided with wide passages across the decks, so that the crates can be readily moved to and from the places from which they will be taken up or let down by the cranes, but for the success of the arrangement the alterations I have described in the railway vans are absolutely necessary, that no examination of the contents of the crates should take place on the piers, and that the transfer of the mails be entirely in the Company's hands, and we must look to the Post Office to insure these important points, so that we may be enabled to secure the success of an improvement which cannot but be of great benefit to the mail service, and on which, in connection with our improvements in the mail packets, we based our proposals for the present contract.

T. E. Sefton, Esq.,
General Post Office, London.

Yours, &c.
(signed) *William Watson.*

— No. 8. —

(H. 1932.)

Board of Trade to City of Dublin Steam Packet Company.

Board of Trade (Harbour Department), London, S.W.,
19 March 1890.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant, in which you state that if the desired improvement of the Holyhead Jetty is undertaken at the cost of the Government, the City of Dublin Steam Packet Company will agree to pay for the erection of the 10 hydraulic cranes which will be required to carry out the proposed arrangement for the transfer of the mails and luggage by mechanical means between the trains and steamers at Holyhead and Kingstown.

In reply, I am to acquaint you that, before coming to any final decision in the matter, Sir Michael Hicks Beach wishes to be informed whether you have arranged or will arrange with the London and North Western Railway Company and the Dublin and Kingstown Railway Company as to the alteration in the railway vans referred to in your letter to the General Post Office of the 20th November 1884, which alterations you therein stated were "absolutely necessary" to the success of the scheme.

Such alterations, when made, would, I need hardly point out, have to be made at the cost of the railway companies or of your Company.

I am, &c.
William Watson, Esq., (signed) *Henry G. Calcraft.*
City of London Steam Packet Company,
15, Eden Quay, Dublin.

— No. 9. —

(H. 2226.)

City of Dublin Steam Packet Company to Board of Trade.

Sir,

Office: 15 Eden Quay, Dublin, 25 March 1890.

I HAVE to acknowledge your letter of 19th, and beg to say, in reply, that when the question of transferring mails and passengers' luggage was in correspondence between the Post Office and this Company, as referred to in my letter of 14th, we expected the Post Office to arrange with the railway companies to provide the necessary vans, as the contracts between the railway companies and the Post Office gave the latter full power to do so; and we pointed out that special vans were provided for many classes of traffic, so that it could not be considered unreasonable to ask for special vans in the case of such an important service as the mail service, but the Post Office did not see their way to press the matter upon the London and North Western Railway Company. The vans which would be necessary could, when not in use for the mail traffic, be employed in any other service. The Dublin and Wicklow Railway Company built two vans for the purpose, and they have ever since been employed in the ordinary manner. We were prepared to provide the necessary crates, but we could not undertake to pay for the cost of altering the vans. We are unable to see, however, that if the matter is pressed upon the railway companies, any real difficulty will arise on this point.

Henry G. Calcraft, Esq., C.B.,
Board of Trade, London.

I am, &c.
(signed) William Watson.

— No. 10. —

(H. 2226.)

Board of Trade to General Post Office.

Board of Trade (Harbour Department), London, S.W.,
1 April 1890.

Sir,

WITH reference to your letter of the 28th February upon the subject of the shipping and unshipping of luggage and mails at the jetty at Holyhead, I am now directed by the Board of Trade to transmit to you, to be laid before the Postmaster General, the accompanying copy of a further correspondence which has taken place between this Board and the City of Dublin Steam Packet Company upon the subject.

From this correspondence it will be seen that, provided certain alterations to the jetty are effected at the cost of the Government, the Company are willing to pay for the erection of the cranes which will be required to carry out the proposed arrangement for the transfer of the mails and luggage by mechanical means between the trains and steamers at Holyhead and Kingstown. This, however, involves the provision of special vans by the railway companies concerned, which provision, from Mr. Watson's letter of the 25th ultimo, it is suggested that the Post Office should be invited once more to press upon the railway companies. As the proposed alteration will be of great convenience to the public, I am to express the hope of the Board of Trade that they may have the assistance of the Postmaster General in this matter; at all events, as far as the alterations in the Post Office vans are concerned. It will, of course, rest with the companies to make similar alterations in the luggage vans.

I am, &c.
(signed) Henry G. Calcraft.

The Secretary, General Post Office.

— No. 11. —

(H. 4036.)

General Post Office to Board of Trade.

Sir,

General Post Office, London, 11 June 1880.

I HAVE laid before the Postmaster General your further letter of the 1st April, suggesting that this Department should press upon the London and North Western Railway Company the propriety of running in the Irish mail trains vans specially constructed to convey crates such as those proposed to be provided by the City of Dublin Steam Packet Company for the purpose of facilitating the transfer of the mails at Holyhead.

In reply, Mr. Raikes desires me to state, for the information of the President of the Board of Trade, that he has again communicated with the railway company on this subject, but that under the advice of their practical officers they still feel constrained to withhold their approval of the scheme of the Packet Company. A copy of the correspondence is enclosed.

I am also desired to forward a copy of a Memorandum which has been furnished by the Inspector General of Mails, stating, in compliance with the Postmaster General's wishes, what are his own views on the subject.

There would appear to be amongst those who may be regarded as responsible for the satisfactory working of the arrangement proposed a consensus of opinion against it.

I am, &c.

The Assistant Secretary,
Harbour Department, Board of Trade.

(signed) S. A. Blackwood.

Enclosure 1, in No. 11.

My dear Sir,

22 February 1884.

WITH reference to your letter of the 28th December, respecting a more expeditious transfer of mails and luggage from the steamers to the trains at Holyhead, and *vice versa*, and to the meeting which subsequently took place between Admiral Dent, Mr. Harrison, and other officers of this Company and yourself, we have carefully considered the proposition you have made, that the mails and luggage should be lifted in crates to and from the packets and piers, the crates being on low wheels and of such a size that they could be rolled direct into and out of the railway vans. We have had the transfer of luggage at Holyhead watched for a fortnight, from the 4th to the 16th instant, inclusive, during which period the work was generally performed within the time allowed, except in the case of the down night mail, on the occasions upon which the heavy American mails were carried, when the transfer occupied a longer time.

We are of opinion that no advantage would be gained in point of time by the adoption of such a system as that which is suggested. It would also involve, besides the crates or baskets, specially constructed vehicles for their conveyance, and would add extra weight to the trains. We further believe that much delay and inconvenience would be experienced at the intermediate stations.

Having regard to the intended acceleration of the trains, I cannot recommend my directors to concur in the proposals you have submitted.

Yours, &c.

W. Watson, Esq.,
City of Dublin Steam Packet Company,
Eden Quay, Dublin.

(signed) G. Findlay.

London and North Western Railway,
General Manager's Office, Euston Station, London,
19 May 1890.

Dear Sir,

SINCE you wrote to me on the 24th ultimo, expressing on behalf of the Postmaster General a desire that the Company should re-consider the question of transferring the mails and luggage at Holyhead from the trains to the mail packets, and *vice versa*, in

crates lifted by means of hydraulic cranes, I have had the former correspondence on the subject looked up, and fresh inquiries made, and on Friday last the matter came before my directors.

After listening to the reports of their officers, and reviewing the case for and against the proposal, the directors came to the conclusion that the objections to it, which were explained in the correspondence with the Department in the years 1884 and 1885, still prevail, and in their opinion render the idea as regards Holyhead extremely undesirable, if not altogether unpracticable. In making known this decision to you, I can but express my regret that the circumstances should be adverse to a more favourable result.

F. E. Baines, Esq., C.B.,
General Post Office, E.C.

I am, &c.
(signed) *George Findlay.*

Enclosure 2, in No. 11.

MEMORANDUM from Inspector of Mails.

BEFORE submitting my observations on Mr. Findlay's letter, I thought it expedient first to obtain the opinion of the solicitor as to the obligation of the London and North Western Railway Company to carry crates as part of the service to be rendered by them to the Post Office. I also thought it highly desirable to seek a personal conference with Mr. Findlay, and it was only yesterday that this conference could be arranged.

It will be seen that Mr. Hunter is of opinion that if crates are a reasonable requirement in the interests of the Post Office service, the clauses of the mail contract will probably be held to oblige the railway company to provide accordingly.

Hence, the question is narrowed down to this single point. Would the provision of crates be a reasonable requirement? I greatly doubt it.

There must be taken into account, not merely loading and unloading at Holyhead and Kingstown, but the loading and unloading at the terminal and intermediate stations, and the arrangements which might be suitable at one might not be suitable at the other.

The main point of transshipment, however, may be taken to be Holyhead, although, of course, at Kingstown precisely the same processes have to be gone through.

In the first instance, it is quite clear that the railway company would have to construct special vans for employment on this service. There could hardly be fewer than six or eight, and they would cost probably 2,000*l.*, which, according to the strict interpretation of the contract, would have to come out of the Company's pocket.

These vans must necessarily add to the weight of the train, inasmuch as they could not be combined, as mail vans now are, with guards' vans; nor could mails any longer be put into empty luggage compartments, as at present, so that additional cost would be cast on the Company in that respect, and the punctual working of the train, especially in bad weather, would possibly be affected.

At Holyhead the plan would apparently have to be this: The mail bags would previously be packed in crates on wheels, which would be drawn into the vans, either from the platform level or up a temporary inclined plane, into the specially constructed van, and it is believed that about four of these crates would be deposited in each van.

The quantity of mail matter, however, which is conveyed by the Irish mail train varies considerably, and when an American mail arrives the space which is ordinarily sufficient for inland mails would be inadequate, and more vans must be kept in reserve, whether at Holyhead or Euston.

On the arrival of the outward train at Holyhead the sides of the special vans would be opened, and the crates on wheels drawn out to that position in which they could be reached by the chains of the cranes; they would then be lifted, swung round over the ship's deck, and lowered into position. It would appear, from the verbal observations of Mr. Findlay, that the mail train cannot come near enough to the edge of the quay to allow of the crates being taken directly out of the mail vans (through the roof, perhaps), and by one operation of the crane swung from the mail van to the steamer's deck. There must be two operations: (1) to remove the crate from the truck to the platform; (2) to remove it from the platform to the steamer. This double operation seems to me fatal to all reasonable certainty of an accelerated transfer.

The railway company, who have everything to gain by a diminution of labour, are against it; the varying quantity of mail matter to be transferred, as between that of an ordinary day and of an American mail day, is against it; and the confusion on a crowded platform of crates being hauled out of carriages above the platform level, and run down to a given position for the crane to take them in hand, seems to me also to be against it.

As

As a matter of fact, the transfer of mail bags at Holyhead and Kingstown by hand has for the last twenty years gone on in an expeditious and perfectly satisfactory manner. The instant that the train arrives, or the steamer, unloading begins. Indeed, as soon as a gangway is made fast the first bag out of the mail room is seen on a seaman's shoulders on its way to a railway van. Under this plan the assortment of bags at the different stations is easily carried on; those from one intermediate station being put in one compartment of a through carriage, those for another station being put in a compartment of another through carriage; but under an arrangement of crates, unless there is a special van solely for mails for each branch service, it is clear there must be a transfer of crates at Crewe, which could only be made into a railway van specially fitted to receive them.

On the whole, I do not see that there is that assured, or even probable gain of time likely to result from the proposed arrangement that would warrant the Department in either itself incurring the expense, or in calling upon the railway company to incur the expense, or that there would even be a reasonably assured prospect of the crate arrangement working as well as the present arrangement.

Finally, I must submit that it is a very serious thing to call upon a railway company, who are responsible for the safe and regular working of their trains, to adopt an arrangement which their practical officers, and a man so eminent in the railway profession as the general manager of the London and North Western Railway, are wholly against.

5 June 1890.

(signed) *F. E. Baines.*

— No. 12. —

(H. 4036.)

Board of Trade to City of Dublin Steam Packet Company.

Board of Trade, Harbour Department, London, S.W.,
16 June 1890.

Sir,

WITH reference to your letter of the 25th March last, I am now directed by the Board of Trade to transmit to you, for any observations which you may have to offer upon the subject, the accompanying copy of a letter with its enclosures, which has been received from the Postmaster-General with respect to the special construction of vans to convey crates for facilitating the transfer of the mails at Holyhead.

I am, &c.

(signed) *C. Cecil Trevor.*

William Watson, Esq.,
City of Dublin Steam Packet Company,
15, Eden Quay, Dublin.

— No. 13. —

(H. 4854.)

City of Dublin Steam Packet Company to Board of Trade.

Sir,

15, Eden Quay, Dublin, 16 July 1890.

IN reply to your letter of the 16th ultimo, I beg to say that we have very carefully considered the letters which you enclose from Mr. Baines and the London and North Western Railway Company, and greatly regret that there appears so little prospect of the transfer of mails and luggage by mechanical means being adopted; we are satisfied that the difficulties which Mr. Baines speaks of would disappear if the system we propose was tried, and are confident that its adoption would be attended with great advantage and saving of time. We were very hopeful that the interest which the Right Honourable the President of the Board of Trade has been so good as to take in the matter would have led to the system being given a trial, at all events with the mails which go through between Dublin and London unopened; but of course we would not wish to press the matter unduly on the Post Office. We would, however, very urgently request the Board of Trade not to allow the difficulty that has arisen in carrying out the proposed arrangement to stand in the way of making the alterations in the mail packet jetty at Holyhead, which are referred to in my letter of 3rd February to the Right Honourable the President,

and the urgent necessity for which has been so often brought before the Board of Trade by this Company. The works referred to are the solidifying of a part of the timber jetty by a close row of piles, so as to prevent the sea acting through the pier in the dangerous way it does at present; the lengthening the shed roof at both ends, so as to afford protection to the packets in northerly winds, and give proper shelter to the trains; and the filling up of the space between the lie up and sailing berths, so that the vessel in the former can leave the berth when required in any weather.

We cannot too strongly impress on the Board of Trade our sense of the urgent need that exists for these works being carried out, more especially the first two. The commanders of our mail packets are constantly urging us to do all in our power to secure their execution, and we trust that another winter may not be allowed to pass without their being constructed.

C. Cecil Trevor, Esq., C.B.,
Board of Trade, Harbour Department,
London, S.W.

I am, &c.
(signed) William Watson.

HOLYHEAD HARBOUR.

COPY of CORRESPONDENCE between the Board of Trade, the POSTMASTER GENERAL, and the CITY of DUBLIN STEAM PACKET COMPANY upon the subject of the present System of Shipping and Landing Mails and Baggage at *Holyhead*.

(*Sir Michael Hicks Beach.*)

*Ordered, by The House of Commons, to be Printed,
7 August 1890.*

[*Price 1½d.*]

361.

H.—18. S. 90.

Under 2 oz.

PETERHEAD HARBOUR.

REPORTS, &c.

RESPECTING

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(In Continuation of C.—5392.)

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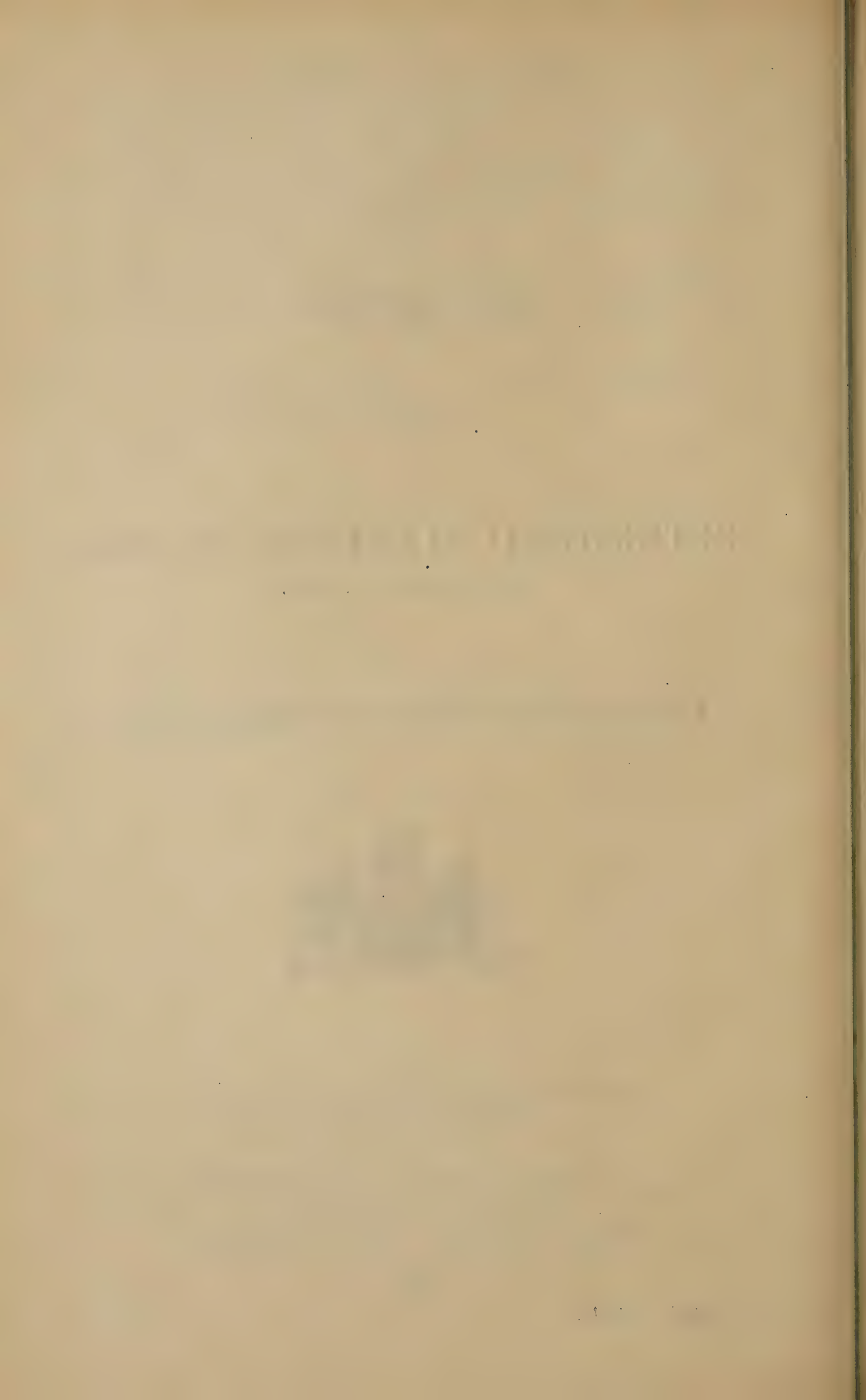


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1890.

[C.—5984.] Price 1d.



PETERHEAD HARBOUR OF REFUGE.

ENGINEER'S REPORT, for the period of fifteen months, embraced between 1st January 1888 and 31st March 1889.

5, Westminster Chambers, London, S.W.,
11th April, 1889.

The following is an account of progress made with the works during the above-named period:—

Quarry Railway.

By far the largest amount of work executed has been that done in connexion with this line, which is now approaching completion.

In the cuttings 116,110 cubic yards of earth have been excavated and carried to embankments.

38,207 square yards of slopes have been trimmed, and for the most part sown with grass seed.

4,455 cubic yards of ballast have been spread.

6,353 lineal yards of wire fencing have been erected.

2,911 lineal yards of pipe drains, of various sizes, have been laid.

All the bridges, retaining walls, and culverts have been finished. The piers and abutments of the Glenugie Viaduct have been built, the centres for the arches fixed, and the greater part of the stone dressed ready for fixing.

In the above work 3,634 cubic yards of masonry and concrete have been used.

Contracts for the permanent way materials have been let, and a portion of the material has already been received on the works.

South Breakwater Pier.

The shoreward section of this breakwater, up to the level of 20 ft. 6 in. above zero, or low water ordinary spring tides, has been constructed for a length of 353 feet, which takes it out to low water mark.

This work, involving the use of 5,722 cubic yards of concrete and masonry, has been executed in order to admit of the erection of the 50-ton setting machine, which it is proposed to order at an early date.

2,611 cubic yards of rock and soft soil have been excavated in forming the approaches to the south breakwater and boat harbour.

Quarry.

The new quarry at Sterling Hill continues to yield stone of good quality.

During the period embraced in this report the output has been 34,784 tons, in addition to which 9,853 cubic yards of "baring" have been removed.

Workyard.

Comparatively little has been done to this section of the work, it having been held back, as far as possible, with the view of employing convict labour upon it, as soon as such is available.

The stone-breaking and cement sheds have been finished, also the boundary wall, with the exception of one small gap, which it is necessary to keep open, for a time, as a roadway.

5,989 cubic yards of earth have been executed.

1,065 cubic yards of ballast spread.

468 cubic yards of masonry built in boundary wall.

The old Burnhaven school buildings have been converted into dwellings for foremen employed upon the works, and a small gatehouse built.

Fencing.

797 lineal yards of wire fencing, in addition to that along the quarry railway, have been erected, and 561 lineal yards of other fencing, including that along the "West Links," as per agreement between the Lords Commissioners of the Admiralty and the Feuars, dated 25th May and 16th and 30th June 1887.

Plant.

Two of the overhead travellers, for the stone yard and stone-dressing shed, have been received and erected in place. Also four three-ton steam cranes and a cold metal sawing machine.

Number of Workmen and Horses.

The daily average number of men and horses employed upon the works during the past fifteen months has been 290 men and 36 horses.

Progress Drawing.

The accompanying drawing shows the works executed up to 31st March 1889.

JNO. COODE,
Engineer-in-Chief.

PETERHEAD HARBOUR OF REFUGE.

Westminster Chambers, 9, Victoria Street, London, S.W.,
11th June 1889.

STATEMENT of EXPENDITURE under the following Heads from 1st January to 31st March 1888.

	Plant and Work Yard.	Contingencies.	Permanent Works.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North Breakwater Pier - -	126 17 2	268 13 11	—	395 11 1
South Breakwater Pier - -	521 6 4	1,104 1 0	608 6 4	2,233 13 8
Retaining wall or quay - -	5 1 6	10 14 9	—	15 16 3
Railway, including land for same - -	—	72 12 5	3,253 11 1	3,326 3 6
Land and buildings, exclusive of land for railway. - - - -	—	42 6 7	1,235 18 1	1,278 4 8
Proposed new road - - - -	—	—	—	—
Moorings - - - - -	—	5 15 0	—	5 15 0
£	653 5 0	1,504 3 8	5,097 15 6	7,255 4 2

PETERHEAD HARBOUR OF REFUGE.

Peterhead, N.B., 10th February 1890.

AMENDED STATEMENT of EXPENDITURE under the following Heads from 1st April 1888 to 31st March 1889.

	Plant and Work Yard.	Contingencies.	Permanent Works.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North Breakwater Pier - -	1,456 11 3	481 19 4	—	1,938 10 7
South Breakwater Pier - -	5,985 11 10	1,980 19 11	4,726 17 2	12,693 8 11
Retaining wall or quay - -	58 3 11	19 5 6	—	77 9 5
Railway, including land for same -	—	130 5 10	11,529 5 5	11,659 11 3
Proposed new road - -	—	—	—	—
Land and buildings, exclusive of land for railway. - -	—	76 0 0	1,485 7 7	1,561 7 7
Moorings - -	—	10 6 2	—	10 6 2
Unappropriated stores, &c. in stock pur- chased out of 1888-89 vote. - -	—	—	—	586 18 8
£	7,500 7 0	2,698 16 9	17,741 10 2	28,527 12 7

In addition to the above stores purchased out of vote (1888-89) others are in hand, representing a value of 4,105*l.* 17*s.*

PETERHEAD HARBOUR.

MEMORANDUM on SIR JOHN COODE'S REPORT for the period between the 1st January 1888 and the 31st March 1889.

1. The last report by Sir John Coode, which was sent to the Treasury, was brought up to the 31st December 1887.

2. By Treasury Letter, 3rd April 1888, it was decided, however, that the next report from Sir J. Coode should cover the period from the 1st January 1888 to 31st March 1889.

This is the report now to be considered.

3. It will be seen from the report that the principal work done during the period mentioned was on the railway from the quarry.

4. Some of the actual work on the breakwater itself was, however, carried out in the shape of concrete and masonry upon the shore at the root of the South breakwater.

5. As the actual work of the structure had been commenced, Mr. Widnell (of the firm of Messrs. Widnell and Trollope), of Parliament Street, was employed to measure the work done, to value it on the basis of Sir John Coode's estimate, to ascertain the actual expenditure on each division of the work, and to report whether there was any prospect of the estimate being exceeded.

6. After a careful investigation and detailed measurement of all the works done at Peterhead up to 31st March 1889, Mr. Widnell has sent in a voluminous report, with statements of the figures, taken from different points of view, in accordance with the instructions he received from this office.

7. These measurements and statements will be very useful as records and for future reference, but it is unnecessary to reproduce them here.

8. The gist of Mr. Widnell's report is contained in the following sentence :—

"In my judgment there is no reason to suppose, so far as the works have been carried out, that is, to 31st March 1889, there is any danger of an excess upon the estimates for the breakwater."

9. The general expenditure in proportion to the work done has therefore so far been satisfactory, and there is nothing in the details of the accounts to which attention need be called.

10. The principal object for which these works were taken in hand: viz., the employment of Scotch convicts, has not, during the period to which this report refers, been realised, for no convicts at all were employed upon the breakwater works up to the 31st March 1889.*

11. I hear from Sir John Coode that the reason for this is, that the convicts were required for building operations in connexion with the extension of the prison.

12. This report has been delayed because the measurements, &c. required to be taken for the first valuation of the works were necessarily very voluminous and rather complicated. In future years, however, the necessary information can be much more quickly obtained.

13. The work done between the 31st March and the 31st December 1889, will be dealt with as decided by the Lords Commissioners of Her Majesty's Treasury in a separate report.

26th February 1890.

PERCY SMITH,
Director of Works.

* At the present time, February 1890, about 80 convicts are employed on the breakwater works.

PETERHEAD HARBOUR.

REPORTS, &c.

RESPECTING

PETERHEAD HARBOUR WORKS.

(In Continuation of C.—5984.)

Presented to both Houses of Parliament by Command of Her Majesty.



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1890.

PETERHEAD HARBOUR OF REFUGE.

Engineer's Report for the Year ended 31st March 1890.

Westminster Chambers,
9, Victoria Street, London, S.W.,
April 14, 1890.

QUARRY RAILWAY.

This line has been completed, with the exception of the signals, and has been in use for the conveyance of stone, &c., from the Quarry since December last.

SOUTH BREAKWATER PIER, &c.

1,724 cubic yards of masonry and concrete have been added to this structure, including a short portion of the return wall to the Boat Harbour.

The work done has been chiefly confined to the Breakwater Parapet, upon the top of which the seaward leg of the "Titan" will travel.

117 lineal yards of sidings and three sets of switches and crossings have been laid.

QUARRY..

During the year the output of stone has been 30,289 tons, in addition to which 11,550 cubic yards of "baring" have been removed, a large proportion of which has been utilized as ballast.

WORKYARD.

27,431 cubic yards of earth have been excavated and carried to spoil.

540 lineal yards of 5" drains have been laid.

906 lineal yards of sidings, including 10 sets of switches and crossings, have been laid and ballasted.

769 cubic yards of concrete have been deposited in Block Pit foundations.

Four raised platforms and sentry boxes have been erected for use by the Convict Guard.

An engine shed, to accommodate four locomotive engines, is in course of construction and is in a forward state.

PLANT.

One locomotive engine, 25 side tip wagons, and one 20-ton weighbridge, have been received on the works.

Two stone trollies have been made on the works.

NUMBER OF WORKMEN AND HORSES.

The daily average number of men and horses employed upon the works during the year has been as follows:—

Free men, 192.

Convicts and Overseers. The first party of convicts commenced work in July. The daily average since that time has been 57. The number now employed is 79. Horses 19.

PROGRESS DRAWING.

The accompanying drawing shows the works executed to 31st March 1890.

JNO. COODE,
Engineer-in-Chief.

PETERHEAD HARBOUR OF REFUGE.

STATEMENT of EXPENDITURE under the following heads for the year ended
31st March 1890.

	Plant and Workyard.	Contingencies.	Permanent Works.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North Breakwater Pier - -	2,143 7 8	516 0 6	—	2,659 8 2
South Breakwater Pier - -	8,807 19 1	2,120 14 4	2,722 4 3	13,650 17 8
Retaining Wall or Quay - -	85 12 11	20 12 7	—	106 5 6
Railway, including land for same -	—	139 9 11	8,749 4 5	8,888 14 4
Proposed new Road - -	—	—	—	—
Land and Buildings exclusive of land for Railway.	—	—	—	—
Moorings - - - -	—	11 0 9	—	11 0 9
Unappropriated stores, &c. in stock purchased out of vote 1889-90.	—	—	—	4,605 9 11
£	11,036 19 8	2,807 18 1	11,471 8 8	29,921 16 4

In addition to the above stores purchased out of vote 1889-90, others are in hand representing a value of 6,191*l.* 6*s.* 7*d.*

PETERHEAD HARBOUR.

MEMORANDUM on Sir JOHN COODE'S REPORT for the year between 1st April 1889 and
31st March 1890.

1. In compliance with Treasury letter, 3rd April 1888, I forward the report of the Engineer-in-Chief on the works executed during the year ended 31st March last.

2. It will be seen from this report that some further work in the formation of the South Breakwater, &c., has been executed.

3. The workyard, including railway in the yard, and necessary buildings are either completed or in a forward state.

4. Additional special plant has been provided.

5. The railway to the quarry is practically finished and in use.

6. Quarry operations are in progress, the stone being stacked ready for use.

7. The average number of convicts employed on the works during the year has been 57.

8. The annual report of the Surveyor (Mr. Widnell), accompanied by his measurements and valuation of the work, on the basis of Sir John Coode's original estimate, in accordance with Treasury letter, 8th June 1889, have been received. The result is expressed in the following extracts taken from his report:—

“The value of the permanent work executed in the Breakwater itself continues small in proportion to the whole expenditure, but the Railway being practically completed and the workyard well advanced, the permanent work will soon make a better appearance in the accounts.”

“I am able to repeat my conclusion of last year that there is at present no danger of an excess upon the estimates for the whole work.”

9. This is satisfactory, and there is nothing in the details of the accounts rendered to this Office on which I need remark.

PERCY SMITH,
Director of Works.

30th June 1890.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE,
for the Year ended 31st March 1889; together with an ACCOUNT of the
Receipt and Issue of STORES.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

*Ordered, by The House of Commons, to be Printed,
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ROYAL HARBOUR OF RAMSGATE.

STATEMENT of the INCOME and EXPENDITURE of the BOARD of TRADE, for the Year ended 31st March 1889.

R E C E I P T S.			P A Y M E N T S.			CASH.		STOCK.		CASH.	
	£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.
Balance on 1st April 1888	-	- - -	Cost of Maintenance:	68,752	13 9	Materials, Stores, and Tradesmen's Bills	-	- - -	-	1,708	7 1
Income from Harbour Dues, &c.:	-	- - -	Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers	-	- - -	Salaries and Allowances to Harbour Master, Engineer, Collector of Dues, &c.	-	- - -	-	3,866	1 11
Towage and Salvage Services	-	- - -	Gas, Water, Stationery, Office Expenses, and Incidentals	-	- - -	Superannuation Allowances	-	- - -	-	1,437	6 8
On Tonnage of Ships, Wharfage, Rent of Warehouses, Dry Dock, Slipway, &c.	-	- - -	Benefit Fund Pensions granted by the late Trustees	-	- - -	New Steam Dredger and Tug (on account)	-	- - -	-	484	5 3
Income from Rent of Houses, &c.	-	- - -	Balance on 31st March 1889, as under	-	- - -					960	14 -
Interest on Securities	-	- - -	Paymaster General (adjusted for transfers and outstanding Orders)	-	- - -					13	12 7
Amount transferred from the Mercantile Marine Fund for Steam Tug and Life Boat Services in the Year 1888-89	-	- - -	Balances on Sub-Accounts	-	- - -					2,003	18 -
Contribution towards Maintenance of the Life-boat for the Year 1888-89	-	- - -		138	- - -					10,474	5 6
										3,851	19 7

STATEMENT of the Receipt and Issue of STORES for the Year ended 31st March 1889.

R E C E I P T S.	CASH.		I S S U E S.		CASH.	
	£.	s. d.	£.	s. d.	£.	s. d.
Balance remaining in Store on 1st April 1888	-	-	-	-	-	1,250 9 -
Cost of Articles received into Store	-	-	-	-	-	1,315 15 2
	£.				£.	
	2,566	4 2			2,566	4 2

Board of Trade, }
30 November 1889.

Allen Stoneham,
Assistant Secretary.

Exchequer and Audit Department, Somerset House, London, W.C.

I HEREBY certify that the Statement of the Account of Allen Stoneham, Esq., in respect of the Royal Harbour of Ramsgate, from 1st April 1888 to 31st March 1889, has been signed and passed by me under the 36th Section of the Act 29 & 30 Viet. c. 59; and that the Charge and Discharge on the said Account are as follows:—

Charge	-	-	-	-	-	-	£.	14,320	5	1
Discharge	-	-	-	-	-	-	-	10,474	5	6

and that on the said Account the Accounting Officer is indebted in the sum of Three thousand Eight hundred and Fifty-one pounds Nineteen shillings and Sevenpence (3,851 £. 19 s. 7d.).

Given under my hand, this 17th day of January 1890.

(signed) C. L. Ryan,
Comptroller and Auditor General.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS
made by the BOARD of TRADE, for the Year
ended 31st March 1889; together with an
ACCOUNT of the Receipt and Issue of STORES.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 33.)

*Ordered, by The House of Commons, to be Printed,
21 February 1890.*

[Price $\frac{1}{2}$ d.]

53.

Under 1 oz.

H.—3. 5. 90.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1890.

REPORT by the BOARD of TRADE of their PROCEEDINGS under "The GENERAL PIER and HARBOUR ACT, 1861," and "The GENERAL PIER and HARBOUR ACT, 1861, AMENDMENT ACT."

In pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be sent in to that office before the 15th of January. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade the objectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on alleged injury to public interests, or alleged violation of admitted principles, *e.g.*, 'That the proposed work will injure a public harbour,' or 'That tolls are to be imposed on ships which will derive no benefit from them,' and they will not proceed with any Provisional Order to which valid objections of this description are shown to exist. Objections arising out of competition, or out of opposition between local interests, they will only attempt to settle provided the parties are willing to abide by their decision. When the parties cannot come to terms, the Board of Trade will not order a local inquiry or attempt to anticipate the decision of Parliamentary Committees."

No new regulations have been made this Session by the Board of Trade.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. CLYDEBANK.

The Promoters are the Commissioners of Police for the Burgh of Clydebank, who apply for power—

1. To construct a wharf or pier extending 30 yards along the north-east bank of the Clyde, together with all necessary jetties, landing places, &c.

2. To levy rates.
3. To sell undertaking or lease the rates.
4. To borrow 4,000 *l*.

The estimated cost of the works is 3,000 *l*.

It appears, however, that the site of the proposed works is within that portion of the River Clyde which, by Section 13 of "The General Pier and Harbour Act, 1861," is excepted from the operation of the Act. The Clyde Navigation Trustees have objected; even if they had not, an Order could not have been made under the General Pier and Harbour Acts.

The application has been withdrawn.

2. CRICCIETH.

The Promoters are "The Criccieth Pier and Harbour Company (Limited)," to be incorporated under the Companies Acts, 1862 to 1888, who apply for power—

1. To construct a pier, quay, and landing place, extending for a distance of 500 feet from the Castle Rock at Criccieth.
2. To levy rates upon issue of a certificate by an officer appointed by the Board of Trade that the works have been so far completed as to afford accommodation.
3. To lease the rates.

The estimated cost of the works is 24,700 *l*.

No objections have been received to this application, and the Board propose to proceed with the Order.

3. HASTINGS.

The Promoters are "The Hastings Pier Company," incorporated by "The Hastings Pier Act, 1867," who apply for power—

1. To erect a new landing stage, 285 feet in length, at the head of the existing pier.
2. To raise additional capital.
3. To borrow 6,600 *l*.

The estimated cost of the work is 6,000 *l*.

No objections have been received to this application, and the Board propose to proceed with the Order.

4. HELMSDALE.

The Promoters are the Duke of Sutherland, K.G., the Marquis of Stafford, Donald MacLean, and others, who apply for power—

1. To incorporate the Helmsdale Harbour Trustees, who are to be 15 in number, four *ex-officio* and 11 representative, until December 1894; after which date the representative Trustees will be reduced to five. The *ex-officio* Trustees to be—
 - (i.) The Duke of Sutherland, K.G.
 - (ii.) The Marquis of Stafford.
 - (iii.) The factor to the Duke of Sutherland.
 - (iv.) The Convener of the County of Sutherland.
2. To vest in the Trustees the existing Harbour of Helmsdale, and to repeal the Act 9 Geo. 4, c. 59, relating to it.

3. To

3. To empower the Trustees,—

(a.) To execute the following works:—

- (i.) A sea-wall extending 415 feet in a south-westerly direction from a point 110 feet south-east of coastguard building; with a spur-wall extending 40 feet in a westerly direction from a point 95 feet north-eastward from the termination of the sea-wall.
 - (ii.) A quay extending 470 feet in an easterly direction from the south-east extremity of existing outer quay; with a spur-wall extending 40 feet in a north-easterly direction from a point 80 feet westward from the termination of the new quay.
 - (iii.) A quay commencing 160 feet westward of coastguard building, and proceeding 340 feet in a westerly direction, thence 150 feet in a south-westerly direction, and thence 50 feet in a south-easterly direction, to the commencement of quay, No. (ii).
 - (iv.) A jetty extending 160 feet in a south-westerly direction from the east end of quay, No. (iii.)
 - (v.) A groyne on the west side of Helmsdale River, extending 720 feet in a south easterly direction from the south corner of Young's fishcuring premises.
 - (vi.) The excavation to a depth of 14 feet below high water of ordinary spring tides of the outer and inner harbours formed by the foregoing works.
 - (vii.) The deepening and widening of the entrance channel of Helmsdale Harbour, and of the bed of Helmsdale River.
- (b.) To levy rates upon issue of a certificate by an officer appointed by the Board of Trade, that the works have been so far completed as to afford accommodation.
- (c.) To borrow 20,000 *l*.
- (d.) To lease the rates.
- (e.) To be a pilotage and local authority.

The estimated cost of the works is 18,608 *l*.

No objections have been received to this application, and subject to a curtailment of the proposed limits of taxation, so as to ensure that tolls will not be imposed on vessels which will derive no benefit from the works; and to the omission of the proposal to constitute the Trustees a Pilotage Authority, the Board propose to proceed with the Order.

5. HUMBER.

[Although by Section 13 of "The General Pier and Harbour Act, 1861," the Humber (within the limits defined by "The River Humber Conservancy Act, 1852") is excepted from the operation of the Act, special power was granted to the Board of Trade, by Section 16 of "The Humber Conservancy Act, 1871," to make Provisional Orders under the General Pier and Harbour Acts, authorising the Humber Conservancy Commissioners to, *inter alia*, construct and maintain works for straightening, training, and reclaiming the banks and bed of the Humber, and, generally, to exercise such powers with regard to it as the Board might see fit to grant.]

The Promoters are the Humber Conservancy Commissioners, acting under the Humber Conservancy Acts, 1852 to 1876, who apply for power—

1. To construct the following works:—

- (a.) A training wall on the left bank of the River Humber, in the parish of Hessle, from a point 1 furlong, 5 chains, 6 yards eastward of Cliff Cottages, to a point on the west bank of Hessle Haven, 4 chains, 18 yards south-eastward of the Ferry Inn.
- (b.) A training wall on the left bank of the River Humber, in the parish of Hessle, from a point on the east bank of Hessle Haven, 5 chains, 13 yards south-eastward of the Ferry Inn, to a point 2 furlongs, 6 chains, 15 yards south-eastward of the "New Clough" at the western boundary of the borough and county of Kingston-upon-Hull.

2. To reclaim the foreshore between the banks of the River Humber and the proposed training walls.

3. To borrow 15,000 l.

The estimated cost of the works is 25,350 l.

Objections have been received from—

The Hull, Barðsley, and West Riding Junction Railway and Dock Company.

The Hull Dock Company.

The Corporation of Hull.

The Committee of Mr. T. S. Whittaker.

The application is under consideration.

6. MULLION.

The Promoter is Lord Robartes, who applies for power—

1. To execute the following works:—

- (a.) A pier or jetty extending 150 feet in a northerly direction from a point opposite the Ear Rock.
 - (b.) A pier or breakwater commencing 130 feet westward of the northern termination of work (a), and extending 120 feet in a southerly direction to the north side of the Ear Rock.
 - (c.) The removal of rocks, &c., and the deepening of the area inclosed by works (a) and (b), the Ear Rock, a line drawn from the south end of the Ear Rock to the south end of work (a), and the land situated between the north end of (a) and the north end of (b); together with a space of 40 yards at the southern entrance to such area.
- 2. To levy rates upon issue of a certificate by an officer appointed by the Board of Trade that the works have been so far completed as to afford accommodation.
 - 3. To close works on special occasions.
 - 4. To sell or lease undertaking.

The estimated cost of the works is 4,988 l.

No objections have been received to the application, and the Board propose to proceed with the Order.

7. PENZANCE.

The Promoters are "The Penzance Pier Company (Limited)," incorporated under the Companies Acts, 1862 to 1888, who apply for power—

- 1. To construct a promenade pier, 323 yards in length, near Cornwall Terrace at Penzance, with all landing stages, &c., in connection therewith, and to erect pavilions, &c., thereon.

2. To

2. To levy rates upon issue of a certificate by an officer appointed by the Board of Trade that the works have been so far completed as to afford accommodation.

The estimated cost of the works is 18,000 £.

Objections have been received from the Corporation of Penzance, and the application is under consideration.

8. RHYL (NEW).

The Promoters are "The New Rhyl Promenade Pier and Landing-Stage Company (Limited)," incorporated under the Companies Acts, 1862 to 1888, who apply for power—

1. To construct a pier, 2,750 feet long, at a point parallel with the boundary between the parishes of Rhuddlan and Dyserth, with all landing-stages, &c., in connection therewith, and to erect pavilions, &c., thereon.
2. To levy rates upon issue of a certificate by an officer appointed by the Board of Trade that the works have been so far completed as to afford accommodation.
3. To borrow 6,000 £.
4. To close the pier on special occasions.
5. To lease rates.

The estimated cost of the works is 25,000 £.

An objection has been received from the Rhyl Promenade Pier Company; but as it is based chiefly on the ground of competition, the Board have, in accordance with their usual practice, declined to deal with it, and propose to proceed with the Order.

9. ST. MARY'S (SCILLY).

The Promoter is Mr. T. H. Smith Dorrien Smith, who applies for power—

1. To maintain and improve an existing pier at St. Mary's.
2. To levy rates.
3. To lease rates.

No objections have been received to this application, and, subject to certain amendments asked for by the Duchy of Cornwall, and to a reduction of the limits of taxation, so as to ensure that tolls will not be imposed on vessels which derive no benefit from the works, the Board propose to proceed with the Order.

10. SHARPNESS (GLOUCESTER).

The Promoters are "The Sharpness Lighthouse Trustees," who are the Undertakers of the Sharpness Lighthouses Order, 1889.

They apply to be incorporated as "The Gloucester Port and Harbour Trustees," and to be the Harbour Authority for the estuary of the River Severn, within the same limits within which they act as Lighthouse Trustees.

Objections have been received from—

The Severn Navigation Commissioners.

The Corporation of Worcester.

The Severn and Canal Carrying Shipping and Steam Towing Company (Limited).

The Scottish Boiler Insurance and Engine Inspection Company (Limited).

The Great Western Railway Company.

The Staffordshire and Worcestershire Canal Company.

The Monmouthshire Commissioners of Sewers.

An important question of principle, as to the composition of the proposed Harbour Authority, is raised in many of these objections, and the Board, after careful consideration, have intimated to the Promoters that any Harbour Authority for so important a district should be fully representative of all interests involved, and have requested them to re-consider this point in consultation with those affected.

In the meanwhile the consideration of the Order is suspended.

11. YARMOUTH (GREAT).

The Promoters are the Corporation of Great Yarmouth, acting under "The Great Yarmouth Fish Wharves Act, 1866." They apply for power—

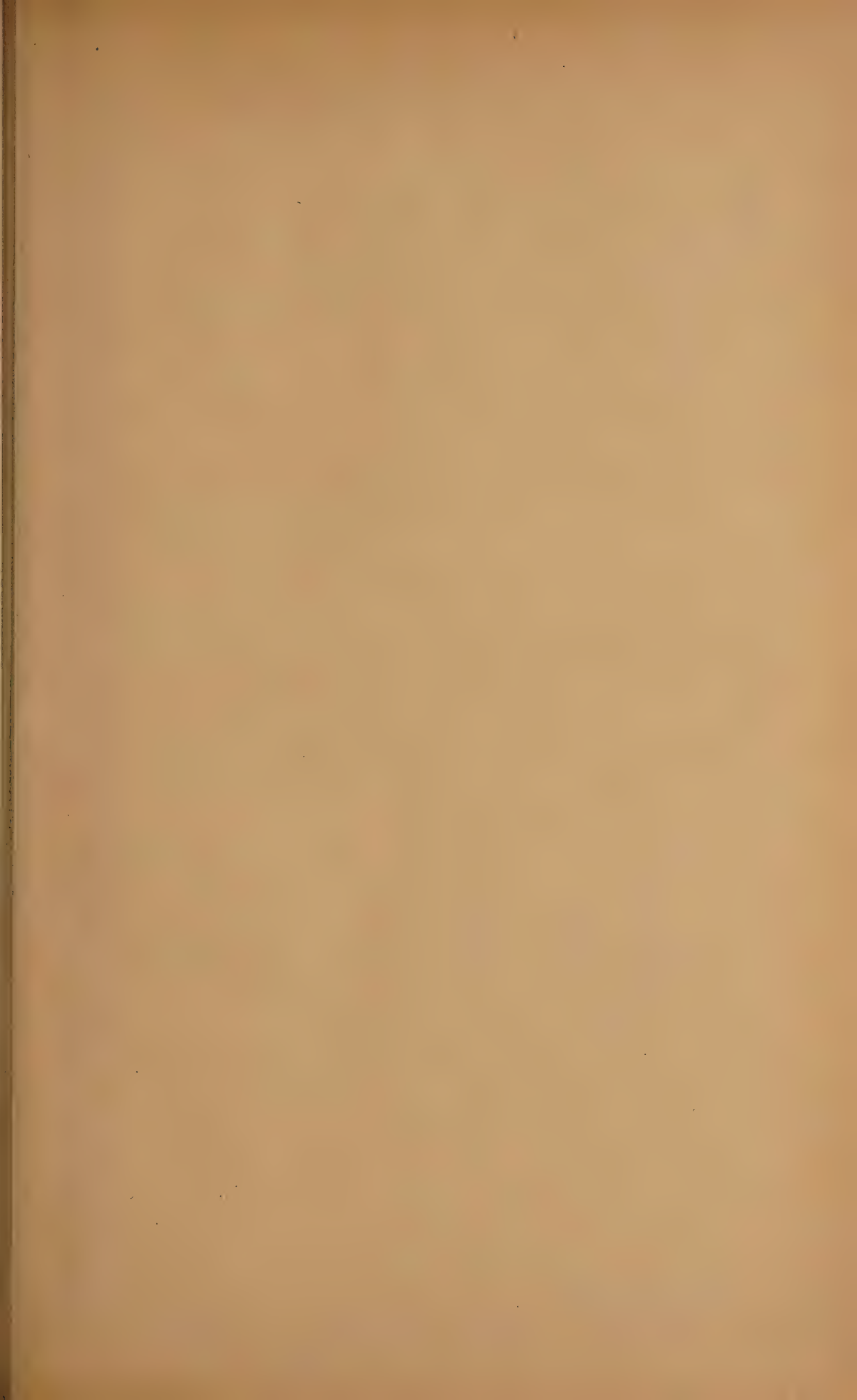
1. To construct a quay wall along the eastern bank of the Yare, commencing at the northern boundary of the North Fish Wharf, and extending 700 yards in a southerly direction.
2. To borrow 26,000 *l*.
3. To mortgage the borough fund and rate.
4. To vest certain powers of Inspector of Nuisances in Inspector of Fish.

The estimated cost of the works is 26,000 *l*.

An objection has been received from the Yarmouth Port and Haven Commissioners, with whom the Promoters have since come to an arrangement. Certain amendments have also been suggested by the Local Government Board, with whom the Board of Trade placed themselves in communication. A satisfactory agreement has been come to on these points, and the Board propose to proceed with the Order.

Board of Trade,
27 February 1890.

Henry G. Calcraft.



PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1890.

REPORT by the BOARD of TRADE of their
PROCEEDINGS under "The GENERAL PIER and
HARBOUR ACT, 1861," and "THE GENERAL
PIER and HARBOUR ACT, 1861, AMENDMENT
ACT."

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
28 February 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOODE, East Harding-street,
London, E.C.,
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIGGIS, and Co, 104, Grafton-street, Dublin.

[Price 1 d.]

75. Under 1 oz.

H—A, 3, 90

PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons,
dated 15 April 1890;—for,

COPY “ of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION BILL (No. 1).”

Board of Trade, }
April 1890. }

HENRY G. CALCRAFT.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION BILL, No. 1.

HASTINGS.

The Order proposes to empower the Hastings Pier Company to erect a new landing stage at the head of the pier constructed by them under “The Hastings Pier Act, 1867”; also to raise additional capital, and to borrow 6,600 *l*.

HELMSDALE.

The Order proposes to incorporate the Helmsdale Harbour Trustees, to vest in them the existing harbour at that place, to constitute them a local authority, and to empower them to construct works and levy rates of the usual character. It also proposes to authorise them to borrow 20,000 *l*.

MULLION.

The Order proposes to empower Lord Robartes to construct a harbour at Mullion, and to levy rates of the usual character.

RHYL (NEW).

The Order proposes to empower the New Rhyl Promenade Pier and Landing-Stage Company to construct a pier at New Rhyl, and to erect pavilions, &c., thereon; also to levy rates of the usual character, and to borrow 6,000 *l*.

YARMOUTH (GREAT).

By “The Great Yarmouth Fish Wharves Act, 1866,” the Corporation of Yarmouth were authorised, *inter alia*, to construct, maintain, and regulate certain Fish Wharves in the River Yare. The Order proposes to empower the Corporation to construct a quay wall in connection with one of these fish wharves; also to borrow 26,000 *l*., and to mortgage the borough fund and rate.

Board of Trade, }
April 1890. }

C. Cecil Trevor.

PIER AND HARBOUR PROVISIONAL
ORDERS.

COPY of MEMORANDUM stating the Nature of
the PROPOSALS contained in the PROVISIONAL
ORDERS included in the PIER and HARBOUR
ORDERS CONFIRMATION BILL, No. 1.

(*Sir Michael Hicks Beach.*)

Ordered, by The House of Commons, to be Printed,
16 April 1890.

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOODE, East Harding-street,
London, E.C.
and 22, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGKINS, PIGGIS, and CO., 104, Grafton-street, Dublin.

[*Price ½ d.*]

124.

H.-17. 4. 90.

PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1890;—for,

COPY “of MEMORANDUM stating the Nature of the PROPOSALS contained in
the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS
CONFIRMATION (No. 2) BILL.”

Board of Trade, }
May 1890. }

HENRY G. CALCRAFT.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS
CONFIRMATION BILL, No. 2.

CRICCIETH.

The Order proposes to empower the Crickieth Pier and Harbour Company, Limited, to construct a breakwater, pier, and landing-place at Crickieth, and to levy rates of the usual character.

GLOUCESTER.

The Order proposes to incorporate the Gloucester Harbour Trustees as the harbour authority for the estuary of the Severn below Sharpness, and to transfer to them the powers of the Sharpness Lighthouse Trustees; also to authorise them to levy rates, and to borrow 10,000 £.

HUMBER.

The Order proposes to authorise the Humber Conservancy Commissioners to construct training walls in the River Humber, and to reclaim foreshore; also to borrow 15,000 £.

PENZANCE.

The Order proposes to authorise the Penzance Pier Company, Limited, to construct a promenade pier at Penzance, and to erect pavilions, &c. thereon; also to levy rates of the usual character.

ST. MARY'S (SCILLY).

The Order proposes to empower Mr. T. A. Smith Dorrien-Smith to maintain and improve an existing pier at St. Mary's, and to levy rates of the usual character.

Board of Trade, }
May 1890. }

C. Cecil Trevor.

PIER AND HARBOUR PROVISIONAL
ORDERS.

COPY of MEMORANDUM stating the Nature of
the PROPOSALS contained in the PROVISIONAL
Orders included in the PIER and HARBOUR
ORDERS CONFIRMATION BILL, No. 2.

(*Sir Michael Hicks Beach*).

Ordered, by The House of Commons, to be Printed,
12 May 1890.

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND

Published by EYRE and SPOTTISWOODE, East Harding-street,
London, E.C.
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, FIDGELS, and Co., 104, Grafton-street, Dublin.

[*Price 3 d.*]

174.

H.—16, 6. 90.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 6 March 1890;—for,

COPY “of REPORT of the Board of Trade on the CORK AND FERMOY AND WATERFORD AND WEXFORD RAILWAY BILL.”

1890.

REPORT OF THE BOARD OF TRADE.

CORK AND FERMOY AND WATERFORD AND WEXFORD RAILWAY BILL.

By this Bill it is proposed to incorporate the Cork and Fermoy and Waterford and Wexford Railway Company, and (among other things) to empower them to carry a Railway (No. 1A) over the River Suir at Waterford, on a bridge with three spans of 60 feet (two of which are opening) and three spans of 120 feet, and 21 feet headway; also, a Railway (No. 2A) over the River Barrow at its confluence with the River Suir, below New Ross, on a bridge with two opening spans of 60 feet and 16 fixed spans of 120 feet, and 12 feet headway.

The Board of Trade have received communications from the Waterford Harbour Commissioners and the New Ross Harbour Commissioners urging various objections to the proposed schemes. These documents are printed as an Appendix to this Report, and the Board are advised that they deserve the serious consideration of Parliament.

Board of Trade, }
March 1890. }

Henry G. Calcraft.

APPENDIX.

CORK AND FERMOY AND WATERFORD AND WEXFORD RAILWAY BILL.

Sir,

Harbour Office, Waterford,
14 January 1890.

WITH reference to your letter of the 31st ultimo, I am directed by the Waterford Harbour Commissioners to say that they have given the Bill and plans of above undertaking their attentive consideration, and, being of opinion that in the matters herein-after mentioned the proposed line would be highly detrimental to this port, they desire respectfully to urge upon the Board of Trade the necessity for having those features of the scheme amended.

In Railway No. 1A (Sheet No. 17 of plans) the Commissioners, while objecting to any second bridge across the River Suir, think that, if allowed to be constructed, the bridge should be located so as not to interfere with the extensive coal and corn traffic which is carried on at the jetties in the Waterford and Limerick Railway premises. Steam colliers are constantly discharging at these berths, and if a second, in addition to the existing bridge, has to be passed, the loss of time entailed thereby will be so great as to render the berths useless, quick dispatch being essential for this trade.

Railway No. 2A (Sheets Nos. 17 and 18 of plans) practically monopolises the entire river frontage at north side, opposite the city. A valuable discharging berth at Mill Lane is altogether destroyed, as the Bill proposes to close up the thoroughfare leading thereto, and at this part the limits of deviation include two important deepwater berths which were excavated at great expense, and are constantly used by foreign trade vessels.

Further on this railway takes up the ballast quay, for which no other suitable site is available, and it then runs through the lands acquired by the Commissioners for construction of a dry dock, thus rendering impossible at any future time the completion of this important work. The Commissioners are of opinion that the first mile of Railway No. 2A, as at present planned, whether running on the centre line shown or nearer either limit of deviation, entirely ignores the present requirements of the port, and would, in the event of any future development of trade, be in the highest degree detrimental, and they consider that this portion of the line should be made to take quite a different course, and be kept back altogether from the river frontage. The proposed railway would have sufficient shipping facilities at Waterford by its connection with, and running powers over, the Waterford and Limerick line, which has ample quayage accommodation.

At about 2½ miles from its commencement Railway No. 2A skirts the north or county Kilkenny side of the Queen's Channel. This channel was widened and deepened some 25 years ago, in accordance with Sir John Coode's plans, and is used by all vessels bound to or from Waterford, being indeed the only practicable channel for large vessels. A further widening of the Queen's Channel is now contemplated, and this (the other bank being a solid bed of rock) would have to be carried out on the Kilkenny side, along which, according to the plans, the railway is to run at about high-water mark. The Commissioners therefore consider that the line should run at such a distance from the river, along the entire length of the Queen's Channel, as to allow of this important improvement to navigation being carried out; and they desire to call the attention of the Board of Trade to the fact that the limits of deviation of the first six miles of Railway No. 2A include a great portion of the navigable waterway of the Suir.

The proposed bridge across the entrance to the River Barrow would be such an obstacle to navigation that, taken with the above-mentioned objections, the Commissioners hope the Board of Trade will insist on the line being made to traverse the south of county Kilkenny in an altogether different direction from that at present projected, and not be allowed to cross the River Barrow below New Ross.

I have, &c.

(signed) *John Allingham*, Secretary.

The Secretary, Harbour Department,
Board of Trade.

Harbour Commissioners' Office,
New Ross, 1 February 1890.

Sir,

I AM directed by the New Ross Board of Harbour Commissioners to inform you that the subject of your letter of the 31st of December last was before them to-day, at a meeting specially convened for the purpose, when the following resolution was unanimously adopted:—

“That, in the opinion of this Board, the proposed railway across the River Barrow at its confluence with the River Suir is calculated to most injuriously affect the commercial interest of New Ross as a seaport, inasmuch as the passage of vessels through a swivel bridge will be attended with so much danger and delay that a large increase in the rate of freight will become necessary, and the town will then be rendered incapable of competing with Waterford and the other ports in the district; in fact, we are of opinion that, should the bridge be constructed in accordance with the present plans, New Ross will cease to exist as a seaport town, and the advantages derived from the enjoyment of one of the best navigable rivers in Ireland will be entirely destroyed.”

Your obedient servants,

(signed) *Richard Baldwin*, Chairman.
James Kearns, Secretary.

C. Cecil Trevor, Esq., C.B.,
Harbour Department, Board of Trade,
Whitehall-gardens, London,

Seal.



HARBOUR, &c. BILLS.

1890.

REPORT OF THE BOARD OF TRADE.

CORK AND FERMOY AND WATERFORD
AND WEXFORD RAILWAY BILL.

(*Sir Michael Hicks Beach.*)

*Ordered, by The House of Commons, to be Printed,
6 March 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOOD, East Harding-street,
London, E.C.
and 32, Abingdon-street, Westminster, S.W.;
ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and 4 HORROCKS, Piccadilly, and CO., 104, Grafton-street, Dublin.

[*Price ½d.*]

87-(1).

Under 1 oz.

H.-10, 3. 90.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 6 March 1890;—for,

COPY “of REPORT of the Board of Trade on the GREAT NORTH OF
SCOTLAND RAILWAY (VARIOUS POWERS) BILL.”

1890.

REPORT OF THE BOARD OF TRADE.

GREAT NORTH OF SCOTLAND RAILWAY (VARIOUS POWERS) BILL.

By this Bill it is proposed (among other things) to empower the Great North of Scotland Railway Company to acquire, by agreement, from the Harbour Trust the pier and harbour at Fortrose, in the county of Ross, which has been improved and maintained under the provisions of “The Fortrose Pier and Harbour Order, 1879.”

The general subject of the acquisition of docks and harbours by Railway Companies is discussed in the Report of the Joint Select Committee of the House of Lords and the House of Commons, on Railway Companies' Amalgamation, 1872. To this Report the Board of Trade desire to draw the attention of Parliament.

At page 19 of the Report, under the head “Competition by Sea,” reference is made to the effects that might arise to the public from docks becoming the properties of Railway Companies, and thereby obtaining both a port and the railways leading to it, as well as the whole of a certain description of traffic by sea as well as by land.

The remedial measures proposed by the Joint Select Committee will be found at page 50 of their Report, amongst which are the following:—

“Effectual competition by sea exists, and ought to be guarded, by preventing Railway Companies from obtaining control over public harbours.”

How far it may be for the public interest that the Pier and Harbour of Fortrose should be transferred to, or managed by, a Railway Company, will be a question for a Parliamentary Committee to decide, after hearing evidence on the subject.

Board of Trade, }
March 1890. }

Henry G. Calcraft.

HARBOUR, &c. BILLS.

1890.

REPORT OF THE BOARD OF TRADE.

GREAT NORTH OF SCOTLAND RAILWAY
(VARIOUS POWERS) BILL.

(*Sir Michael Hicks-Beach.*)

*Ordered, by The House of Commons, to be Printed,
6 March 1890.*

LONDON:
PRINTED BY HENRY HANSARD AND SON;
AND
Published by EYRE and SPOTTISWOODE, East Harding-street,
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ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODGES, TIGGLES, and CO., 104, Grafton-street, Dublin.

[*Price ½ d.*]

87—(2).

II—10. 3. 90.

HARBOUR, &c. BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 13 March 1890 ;—for,

COPY “of the REPORT of the Board of Trade upon the HASTINGS HARBOUR
BILL [H.L.]”

1890.

REPORT OF THE BOARD OF TRADE

HASTINGS HARBOUR BILL [H.L.].

By this Bill it is proposed to incorporate “The Hastings Harbour Commissioners” with power to construct a Harbour at Hastings by means of the following works :

A western pier commencing at a point on the shore $5\frac{1}{2}$ chains south-east of the Hastings Fish Market, and extending into the sea in a southerly direction for a distance of $8\frac{1}{2}$ chains, and thence in a south-easterly and easterly direction for a further distance of $11\frac{1}{2}$ chains or thereabouts.

An eastern pier commencing at the new groyne at the east end of Rockanore Road, and extending into the sea in a southerly direction for a distance of about $8\frac{1}{2}$ chains, and thence in a south-westerly direction for a further distance of $4\frac{1}{2}$ chains or thereabouts.

A roadway and wharves between the landward ends of the proposed piers, and a jetty, with deep water berths, nearly opposite the Fisherman’s Church, and extending seawards for a distance of 9 chains or thereabouts.

The beach at Hastings, although totally unprotected seawards at high water, is suitable for launching and hauling up ordinary-sized boats, and on this account the fishermen engaged in the locality have been induced to take advantage of the favourable character of the shore, and to establish their headquarters at Hastings.

It would be an undoubted benefit to the fishermen if sea protection were afforded to their boats, but the coast line, which is almost straight, presents little or no natural facilities for constructing at a reasonable cost a fishery harbour, with projecting piers or breakwaters.

The tidal range, reaching to 24 feet at ordinary spring tides, is the greatest on the South Coast of England.

Owing to the exposed position, any breakwaters or piers must be of a substantial character, and sufficiently high to prevent the seas breaking over them into the inclosed area ; and experience shows that works of this description on an almost straight line of coast, fit to afford sufficient shelter within them and at the same time to allow easy access for vessels under sail, are difficult to design.

The Board are advised, therefore, that efficient harbour works at Hastings will be costly to construct and to maintain afterwards, even without taking into account any expenditure for periodical dredging of the silt which may be expected

expected to collect within the sheltered area; and it is for consideration whether the proposed dues on the fishing or local trade, or any dues that those interests could reasonably bear, can pay a sufficient interest on the requisite expenditure, even without any provision for a sinking fund. The plans of the proposed harbour show an entrance 100 yards wide, exposed to south-easterly winds and seas. At such times the western side of the harbour will be unsafe for boats, and the western side of the jetty or central quay will be unapproachable. By the proposed construction of an upright quay wall along the shoreline of the Harbour, to support the roadway and wharves, the beaching of boats along that portion of the coast will be prevented, and the Board of Trade are advised that with the loss of the present "spending" beach, a strong back-wash will be created in south easterly winds; with such winds boats inside the Harbour will be endangered by the confused sea that will be developed. The proposed excavation of a portion of the Harbour near the central quay to a depth of 12-feet below low water spring tide will be difficult and costly to maintain.

An important point which, in the opinion of the Board of Trade, has to be guarded against is the commencement of any works at all at Hastings which may not be completed; for disused, abandoned, or partially completed works may leave the position in a less efficient state as regards the interests of the fishermen than that in which it is at present. Of the financial ability of the proposed Harbour Commission to construct and maintain the contemplated works the Board of Trade have no information, but they know that the Corporation of Hastings have insisted on the withdrawal of Clause 61 of the Bill, and all incidental provisions. This will obviously restrict the resources of the promoters.

Having regard, therefore, to the extent of the works now proposed, and to the expense which will be necessary to remove the works in the event of their being, for want of funds, or from other causes, abandoned after commencement, the Board of Trade are of opinion that, if the scheme is sanctioned by Parliament, the promoters should be required by the Bill to deposit, in the names of Trustees, a sum of money as security for the due completion of the works and their future maintenance; and they would suggest that the amount of this sum of money should not be less than 14,300 £., which is 10 per cent. on 143,000 £., the estimated cost of the works; the sum so lodged to be returned as soon as the Board of Trade are satisfied with the efficiency of the Harbour works. The Board would further suggest that provision should be made in the Bill to empower them to withhold their consent to the plans of the works, unless satisfied that the promoters are in a position to provide the necessary funds to complete the works.

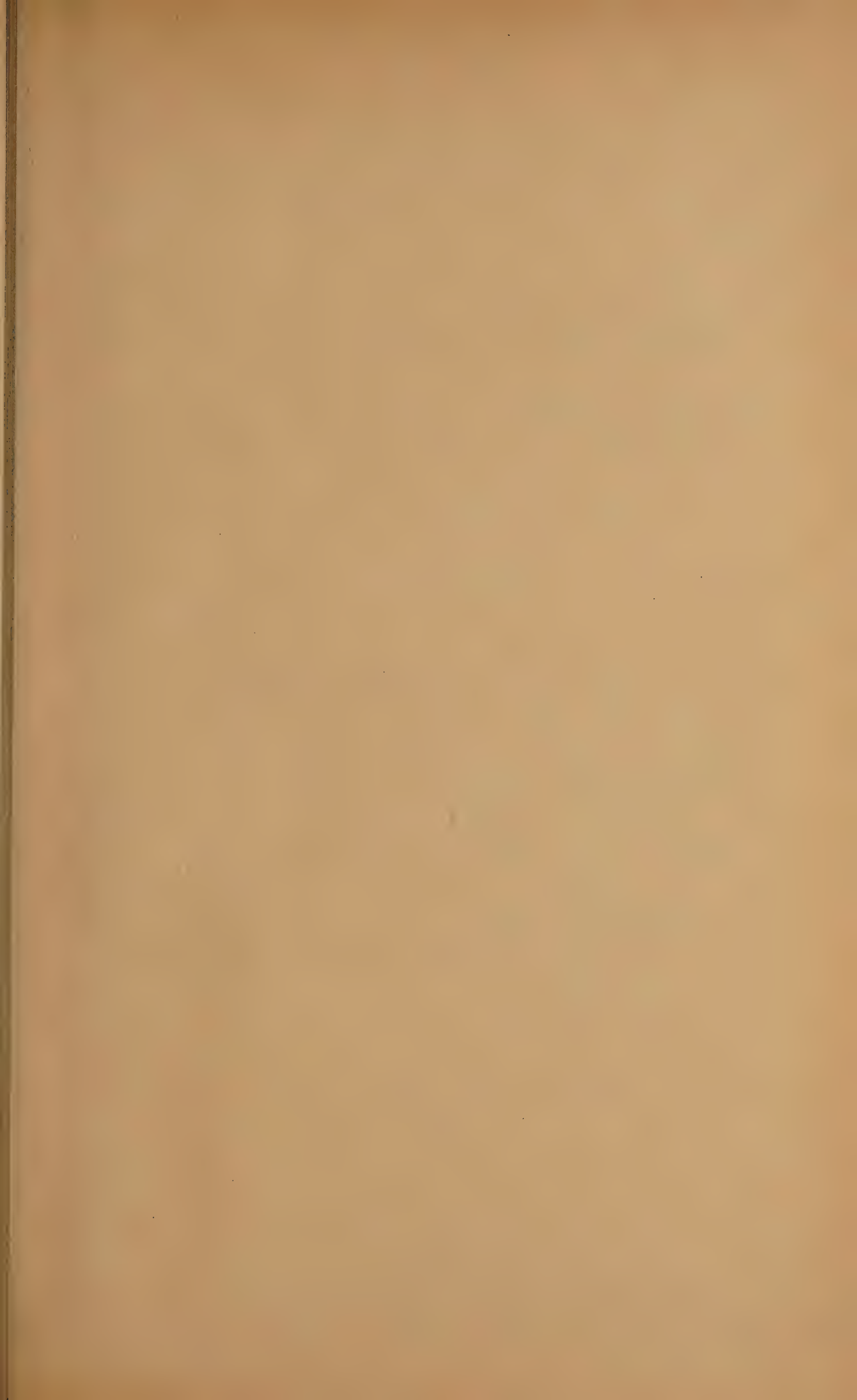
It is unusual to ask Parliament for power to take rates immediately on the passing of an Act, before the works are commenced, and before any benefit has been conferred on those who have to pay the rates. The words "from and after the passing of this Act" should therefore be omitted at the commencement of Clauses 42 and 43.

The proposed limits of the Harbour for rating purposes are too extensive, and should be restricted to fifty yards from any part of the Harbour instead of 400 yards, as proposed in Clause 4.

In pursuance of Standing Order 145A of the House of Commons, the Board of Trade report that the rates and charges proposed to be authorised by this Bill, namely, by Clauses 36, 39, 44, 45, and 46, in respect of the supply and removal of ballast from and into ships, for the pilotage of vessels to and from the Harbour, on the tonnage of vessels, for portage, for warehouses and wharves, and for the use of cranes, referred to in the first, second, fifth, sixth, and seventh Schedules, are not in excess of those authorised by several Harbour Acts, and are identical with those authorised by the Newry Port and Harbour Act, 1880: the rates on the tonnage of vessels proposed by Clause 42 and those proposed by Clause 43 in respect of goods, carriages, and animals shipped and unshipped, though higher in some respects than those authorised by the Methil Harbour Order Confirmation Act, 1883, are very similar thereto, the rates are, however, identically the same as those authorised by the Thurso River Harbour Act, passed in the last Session of Parliament.

Board of Trade, }
March 1890. }

Henry G. Calcraft.



HARBOUR, &c. BILLS.

1 6 9 0.

REPORT OF THE BOARD OF TRADE.

HASTINGS HARBOUR BILL [H.L.]

(*Sir Michael Hicks Beach.*)

*Ordered, by The House of Commons, to be Printed,
13 March 1890.*

LONDON:

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AND

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ADAM and CHARLES BLACK, North British, Edinburgh;
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[*Price 1/2d.*]

87--(3)

H.—17 3 80

PILOTAGE.

ABSTRACT "of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 154, of Session 1889)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1889):

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom :

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not :

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed :

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage :

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid ; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid :

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,
19 May 1890.

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AND
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and HODGES, FIGGIS, and Co., 104, Grafton-street, Dublin.

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* No Returns furnished.

RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

RULES, BYE-LAWS, &c.

See p. 1 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
George Butler - - -	55	George Lambeth - - -	55

RATES of PILOTAGE.

See p. 1 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.	Not Towed by Steam.		Towed by Steam.						
	Not Towed by Steam.		Towed by Steam.											
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				
From Sea to Harbour (Littlehampton).	33	11 14 7½	71	71 1 6½	- nil -	1	- 16 3	23	27 8 1½	128	111 - 6½			
From Sea to Ford and beyond Ford.	12	5 10 7½	18	21 6 2½	- nil -	-	- - -	-	- - -	30	26 16 10			
TOTAL - - -	45	17 5 3	89	92 7 9	- nil -	1	- 16 3	23	27 8 1½	158	137 17 4½			

(2.)—OUTWARDS.

From Harbour (Little- hampton) to Sea.	35	12 7 1½	71	67 3 7½	- nil -	1	- 16 3	23	27 8 1½	130	107 15 1½
From Ford and beyond Ford to Sea.	12	5 10 7½	18	21 6 2½	- nil -	-	- - -	-	- - -	30	26 16 9½
TOTAL - - -	47	17 17 9	89	88 9 9½	- nil -	1	- 16 3	23	27 8 1½	160	134 11 11½

PORT OF ARUNDEL—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - - -	215 17 10	By amount paid for or in respect of pilots, boats, buoys, &c. - - - - -	272 9 3½
To amount of fees received for masters' and mates' certificates - - - - -	3 5 -	By expenses of examinations of pilots - - -	3 5 -
To amount received as contribution to super-annuation fund for the year 1889, from both pilots - - - - -	19 12 8	By balance carried to next account - - -	235 5 4
To gross amount received for { Inward pilotage -	137 17 4½		
{ Outward pilotage -	134 11 11½		
To amount received from Arundel Savings Bank—Interest - - - - -	5 14 10		
	£. 510 19 7½		£. 510 19 7½

14 January 1890.

Richard Holmes, Clerk.

PORT OF BERWICK.

BYE-LAWS.

See p. 3 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
George Aynsley - - -	50	John Wood - - -	29
Thomas Wood - - -	44	Joseph Wood - - -	38
Thomas Swinney - - -	54	John Swinney - - -	34
Andrew Wood - - -	42	William Swinney - - -	30

RATES of PILOTAGE.

See p. 3 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

The Board are informed that the "pilots collect their own dues, with which the Harbour Commissioners neither directly or indirectly intermeddle, and which, therefore, do not pass through the Harbour Account." They are also informed that arrangements are being made to supply this information in future.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for pilots' licences - - -	1 - -	By amount paid for salary of clerk -	1 10 -
To amount of fees received from applicants for renewals of pilots' licences -	- 10 -		
£.	1 10 -		

17 January 1890.

George Smith, Harbour Master.

PORT OF BLAKENEY, OR CLAY.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Henry Dew - - - -	67	Francis Cushing - - - -	69
John Otway - - - -	64	James William Lee - - - -	51
George Thompson - - - -	69		

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - - -	5	2 8 -	58	33 8 6	1	- 12 6	64	36 9 -

(2.)—OUTWARDS.

From Harbour to Sea - - - -	3	1 9 -	64	35 16 9	-	- - -	67	37 5 9
-----------------------------	---	-------	----	---------	---	-------	----	--------

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount re-		By amount paid to pilots - - - -	73 14 9
ceived for - { Inward pilotage -	36 9 -		
- { Outward pilotage -	37 5 9		
£.	73 14 9		£. 73 14 9

27 January 1890.

C. J. Temple Lynes, Clerk.

PORT OF BOSTON.

BYE-LAWS and RATES of PILOTAGE.

At the Court at Windsor, the 28th day of November 1889.

Present :— The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council from time to time, to do within its district all or any of the things specified in that behalf in the said section :

And whereas the Boston Pilot Commissioners, being a pilotage authority within the meaning of the said Act, have, in exercise of the powers vested in them by that Act, made and submitted for the consent of Her Majesty bye-laws fixing the rates to be henceforth demanded and received for pilotage, and the regulations with respect to pilots and pilotage to be henceforth

observed within the port and harbour of Boston, copy of which bye-laws is set forth in the Schedule hereto annexed :

And whereas it has been made to appear to Her Majesty that the said bye-laws are reasonable and proper :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to, the said bye-laws, as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

BYE-LAWS made by the Boston Pilot Commissioners for the Regulation and Government of the Pilots and Pilotage at the Port of Boston.

1. From and after the promulgation of these bye-laws all and every the bye-laws, rules, orders, and regulations heretofore in force with respect to the pilots and pilotage of the port shall be and the same are hereby rescinded, and in lieu thereof the Boston Pilot Commissioners do hereby make and ordain the following bye-laws, namely :—

Pilot Superintendent.

2. The duties of the pilot superintendent shall be as follows :—

(a) To exercise supervision and control under the Commissioners over all the pilots, so as to see that the Acts and these bye-laws are duly observed.

(b) To obtain from the pilots a report of all occurrences affecting the services on which the Commissioners or the superintendent may require information.

(c) To hear and determine any differences which may arise between the pilots.

(d) To prevent the employment of unlicensed pilots.

(e) To inquire into complaints made against the pilots by masters and owners of vessels and others interested, and into the circumstances attending cases of grounding, collision, or loss, when vessels have been under the charge of a pilot.

(f) To take soundings of the bar and channels once a year or oftener if required (accompanied on each occasion by the pilots) and especially to draw the earliest attention of the Commissioners to any alterations in the state of the bar or the deep water channels.

(g) To keep a register of all ships arriving at and leaving the port with entries of the pilot's earnings, and also a journal in which shall be entered all accidents to vessels (however occurring) while in charge of a pilot.

(h) To report to the Commissioners any case of misconduct or insubordination on the part of the pilots.

(i) To carry out all orders and regulations of the Commissioners which may be from time to time issued relative to the piloting of vessels or of other matters within the scope of his duties.

(j) To report to the Commissioners from time to time on all the above matters, and also on all cases of misconduct or breach of the bye-laws which may come to his knowledge on the part of any of the pilots.

(k) All instances of neglect of duty shall be brought before the Commissioners, and the superintendent shall not compromise any offence of a pilot.

Limits of Pilotage District.

3. The limits of the pilotage district of the port of Boston shall extend to and comprise so much of the River Witham as runs from the Grand Sluice, in Boston aforesaid, towards and into a certain place called the Scalp, and also the Roads, and all and singular the Deeps, commonly called the Norman Deeps ; and also all and all manner of places and parts and watercourses, and the streams of the Washes near and in the parts of Holland, extending to the Haven or place called Wainfleet Haven, and to a certain place called Pullye Heads, and to another place or sand called the Knock, and to another place called the Dog's Head in the Pot, and to the uttermost limits of the flowing and ebbing of the waters aforesaid and every of them, and adjoining to the sea and floods and streams of the borders and confines of the county of Norfolk.

Pilots.

4. Pilots are to bear in mind that since the completion of the dock their duties have become much more serious and responsible than they have hitherto been. It is impossible to lay down a set of regulations to guide pilots in all cases, and they must be largely influenced by their own discretion and caution, but the Commissioners will expect the following instructions to be strictly observed, viz. :—

(a) No pilot is to undertake to pilot a ship where, in his opinion, there is any risk of her grounding in the Channel.

(b) It is no excuse to a pilot that the master or other person in charge of a vessel desires that an attempt shall be made to take her up or down the river when it is doubtful whether there will be enough water, or agrees to take the risk upon himself. In all doubtful cases, a pilot is to absolutely refuse to pilot a vessel, and if the captain or other person unduly presses him to do so or makes the attempt himself without the pilot's consent, the pilot is to leave the ship.

(c) Before commencing the navigation of a vessel all pilots are to ascertain that she is in a proper navigable condition, and, if a steam vessel, is provided with sufficient steam power in case an increase of speed should be necessary during her progress, and also to make themselves personally acquainted with her draft of water fore and aft.

(d) A pilot

PORT OF BOSTON—continued.

(d) A pilot before undertaking the navigation of a vessel of over 350 tons register shall recommend the captain to secure the assistance of a tidesman, a second pilot to have the preference should one be at liberty.

(e) The pilots are in all cases to strictly obey the orders and instructions of their superintendent.

5. Every candidate for the office of pilot shall have been employed 10 years at sea, five of which he must have served in the capacity of able seaman, and be accustomed to the navigation of steam as well as sailing vessels. He shall have attained the age of 25 years and must not exceed 35 years. He will be required to pass such examination as the Commissioners may prescribe, and if approved will be granted a licence which will have to be renewed annually on the first Monday in February. On receiving his licence he will for the first 12 months be allowed by the superintendent to pilot vessels not exceeding 15 feet draught of water into and out of the port, and if during that period his conduct shall have been in all respects satisfactory he will be permitted to pilot vessels of every description.

6. A fee of 2*l.* and 2*s.* shall be paid by each pilot upon receiving his licence and 1*l.* and 1*s.* upon each renewal thereof. The fees to be paid by masters and mates of vessels for certificates granted under Section 340 of the "Merchant Shipping Act, 1854," shall be 2*l.* and 2*s.* for each certificate, and 1*l.* and 1*s.* for every renewal thereof. The fees received for licences and certificates and the renewals of the same shall be paid to the Pilots' Superannuation Fund. A certificate held by a master or mate of a vessel shall not be renewed unless application in writing for its renewal is made to the Commissioners seven days at least before it expires. The renewal shall be by endorsement under the hand of the clerk to the Commissioners.

7. Every pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his services, and shall maintain strict temperance and sobriety in the exercise of his office. He shall also use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others, and shall not leave his ship until she is safely moored in the river, or in the dock, or at her discharging or loading berth, and shall within 24 hours after his leaving the ship report to the pilot superintendent all accidents, if any, which may have happened to such vessel while under his direction. He shall always have with him when on duty a copy of these bye-laws and his licence, and on taking charge of a vessel he shall, if required, produce the same to the officer in command. In the case of vessels outward bound from the river or dock he shall be on board at least two hours before high water to ascertain if the vessel of which he is about to take charge is ready for sea, and to superintend the unmooring of the vessel from the commencement thereof.

8. In case any pilot in charge of a vessel shall by the law of Quarantine, or at the request of the master or owner of the vessel, be detained on board thereof, from any cause whatever, beyond the time necessary for safely berthing such vessel, or outward bound longer than 24 hours, he shall be paid by the master or owner for such detention, over and above his pilotage at the rate of 10*s.* per day, and also have his provisions supplied to him.

9. One-half of the number of pilots shall always be at the upper station and the other half at the lower station, or as required by the superintendent.

10. The signal for a pilot shall be the usual one, namely, by day a jack at the fore-top masthead, and by night a lantern.

11. The pilots on duty at the upper station taking vessels from the town, shall continue their charge to Boston Toft or High Horn.

12. The pilots on duty at the lower station shall make for all vessels coming in from sea at High Horn or Boston Toft, and take charge of them (unless impracticable) at either of those limits, and shall bring the vessels up to the town if the same can be accomplished in one tide, and the masters require it.

13. Pilots in charge of outward bound ships or vessels shall on no account whatever, except by permission of the masters of such ships or vessels (unless such master decide to anchor in Clayhole, when such permission shall not be requisite) leave or quit them, by allowing themselves to be put ashore or on board a pilot's boat, before their arrival at the proper outward compulsory pilotage limits of the port, namely, High Horn or Boston Toft. On proof to the satisfaction of the Commissioners of any infringement of this bye-law, or in the event of any of the lower station pilots failing at any time, when practicable, to board inward bound ships or vessels at High Horn or Boston Toft aforesaid, every such pilot shall, for each offence, forfeit the sum of 1*l.* to the Commissioners, to be deducted from the share of the the earning of the pilot so offending.

14. In no case whatever shall the lower station be left without a pilot being on board the pilot sloop to attend to all ships and vessels coming in from sea; and the superintendent is empowered to send down to the lower station any of the upper station pilots in all cases when any of the lower station pilots are incapable of discharging their duties, or the number of vessels exceed the number of pilots on the station.

15. No pilot shall leave his station or be absent from duty, under any pretence whatever, without the leave of the superintendent.

16. Each pilot shall make a return every 14 days to the superintendent of all ships and vessels piloted by him, with the amount of pilotage in each case.

17. When any pilot shall by accident or otherwise, lay any ship or vessel aground which he shall have in charge, such pilot shall not of his own accord, under any pretence whatever, leave the ship until she shall be afloat and in safety.

18. Every pilot shall conform himself strictly to all directions which shall from time to time be given to him by the harbour and dock master, touching the mooring, unmooring, placing, or removing of any ship or vessel under his charge, as long as such ship or vessel shall be lying and situate within the limits of the authority of such harbour and dock master.

19. Every pilot who shall observe any alteration in the sands or channels, or that any of the buoys or beacons placed within the jurisdiction of the Commissioners are driven away, broken down, or out of place, shall forthwith inform the superintendent thereof. The pilots shall also accompany the superintendent on his taking soundings of the bar and channels and render him all necessary assistance.

20. If any pilot in charge of any ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, does any act tending to the immediate loss, destruction, or serious damage of such ship; or tending immediately to endanger the life or limb of any person on board such ship; or if any pilot, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction, or serious damage, or from preserving any person belonging to or on board of such ship from danger to life or limb, the pilot so offending shall for each such offence, be liable to suspension or dismissal by the Commissioners.

21. All vessels whether inward or outward bound to or from Boston, shall be free from the payment of pilotage in the event of such vessels not being able to obtain the services of a pilot; and in the event of any vessel inward bound arriving without a pilot opposite Bleak House, the employment of a pilot shall be entirely optional with the master of the vessel so arriving.

22. The rates of pilotage shall be those specified in Rule 27, and shall be collected by an officer appointed by the Commissioners. These rates shall be paid over every 14 days to the pilots in equal shares, or in such proportions as they may, for the time being, be respectively entitled (having regard to the provisions of Rules 24 and 25), subject to a percentage to be fixed by the Commissioners to cover the expenses of collection, which shall not exceed five per cent., and to such other deduction

PORT OF BOSTON—*continued.*

deduction as may from time to time be necessary to meet the premiums to become payable in respect of the annuity policies hereinafter mentioned, which shall not exceed five per cent. on the share of each pilot holding an annuity policy.

Pilot Boats.

23. The Commissioners shall provide a suitable vessel to be moored in Clayhole for the use of the pilots on the lower station, but all other necessary boats and appliances shall be provided and maintained by the pilots out of their earnings. The vessel provided by the Commissioners shall not be taken away from her moorings by the pilots without the permission of the superintendent. Every pilot boat must be distinguished by the characteristics stated in the 346th section of "The Merchant Shipping Act, 1854."

Superannuation of Pilots.

24. The superintendent shall not allow any pilot to be absent from duty on account of illness, unless the same shall be certified in writing by some known medical practitioner; and any pilot so absent shall produce a similar certificate fortnightly, and at the end of three months from the date of the first certificate he shall, if still unable to discharge his ordinary duty, and on production of a certificate to that effect from a medical practitioner to be named by the Commissioners, be put upon half-pay, and at the end of six months he shall, if entitled to the annuity hereinafter mentioned, cease to be a pilot.

25. If the pilot be not entitled to an annuity he shall remain on half-pay for 12 months, after which his pay shall cease, and if unable to resume his duties within two years from the date of his first medical certificate, he shall cease to be a pilot of the port.

26. A fund shall be established to be called "The Pilots' Superannuation Fund," which shall be vested in and managed and distributed by the Commissioners.

(a) The two present junior pilots, viz.: George Taylor Dawson and Thomas Shephard, and every pilot hereafter licensed, shall each be required to effect an insurance with Her Majesty's Postmaster General, or some other assurance office to be approved by the Commissioners, to entitle him to an annuity of 25 *l.* per annum to become payable on his attaining the age of 60, the necessary premiums to be paid by the Commissioners out of the Pilots' Superannuation Fund, and repaid out of the earnings of the pilots so insured, the policies to be held by the Commissioners: Provided that the Commissioners shall, from time to time, contribute one-half of the premiums to become payable in respect of the said annuity policies so long as the pilots shall continue in the service.

(b) In the event of any pilot referred to in the preceding sub-section becoming permanently disabled by reason of some casualty occurring when on duty as a pilot, before attaining the age of 60, the Commissioners shall, upon production of such evidence thereof as they shall deem conclusive, pay the whole or such part of the annual premium for keeping on foot such pilot's annuity policy as they may determine until he shall be entitled to receive the annuity secured thereby.

(c) The Commissioners shall, from time to time, out of the tonnage dues authorised to be levied by them, pay to the Pilots' Superannuation Fund such sums of money as may be necessary for all or any of the purposes aforesaid.

Rates of Pilotage.

27. The following pilotage rates shall be paid for piloting ships, vessels, or barges between High Horn or Boston Toft and Boston Town or any intermediate distance, namely:—

Draft of Water of Vessel when Loaded.	Rate per Foot.
	<i>s. d.</i>
Under 10½ feet - - - - -	1 6
From 10½ feet and not exceeding 12 feet -	1 9
Exceeding 12 feet and not exceeding 14 feet - - - - -	2 -
Exceeding 14 feet and not exceeding 16 feet - - - - -	2 6
Exceeding 16 feet - - - - -	3 -

No allowance made for any number of inches not amounting to half a foot.

Complaints; how to be Made.

28. All complaints of offences against the Acts of Parliament or the foregoing bye-laws, or any of them, shall be made in writing, signed by the party aggrieved, and delivered to the clerk to the Commissioners as soon as practicable, and the clerk shall summons all such persons as the Commissioners or any Committee may desire to examine, to attend a meeting of the Commissioners or Committee.

Penalty for breach of Bye-laws.

29. Every pilot offending against or contravening any of the preceding bye-laws, shall for every such offence forfeit and pay a penalty not exceeding 5 *l.*, or be suspended from his office of a pilot during the pleasure of the Commissioners, or have his licence cancelled, and the Commissioners are hereby empowered to cancel such licence accordingly.

The foregoing bye-laws were made by the Boston Pilot Commissioners acting under certain Acts of Parliament of the 16 Geo. 3, c. 23, and 32 Geo. 3, c. 79, at a meeting duly convened and held at the Assembly Rooms, in the borough of Boston, in the county of Lincoln, on Monday, the 14th day of October 1889.

As witness the hands of five of the said Commissioners (the Mayor of the borough being one) this 14th day of October 1889.

W. Weightman, Mayor.
Thos. Kitwood.
William Bedford.
John M. Simpson.
Charles N. Hunt.

Witness, Charles Lucas,
Clerk to the Boston Pilot Commissioners.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
William George Parker - -	54	George Taylor Dawson - -	37
Thomas Gray - - - -	67	Thomas Shephard, jun. - -	35

PORT OF BOSTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From High Horn to Boston (11 miles) -	45	28 9 5	146	148 17 4	-	- - -	52	84 18 6	243	262 5 3

(2.)—OUTWARDS.

From Boston to High Horn (11 miles) -	74	50 17 1	120	107 1 -	2	2 17 6	45	69 9 2	241	230 4 9
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Note.—The sums paid for towage by steam cannot be ascertained, as the steam boats belong to private persons who render no account to the Pilot Commissioners.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	336 10 8	By amount paid for salary of clerk -	15 - -
To amount of fees received for renewals of masters' and mates' certificates -	1 15 -	By amount paid for salaries of other officers -	24 7 6
To gross amount (Inward pilotage received for - Outward pilotage -)	262 5 3 230 4 9	By amount paid pilot boats -	23 3 3
To amount received from other sources, viz.:—1 d. per chaldron on coals, and 1 d. per ton on merchandise, on the register tonnage of vessels trading to and from the port - - - -)	340 6 5	By amount paid for printing stationery returns, &c. -	15 17 6
		By amount paid to pilots -	492 10 -
		By amount transferred to the Harbour Trust to the credit of their general fund - - - -	* 254 - 5
		By balance carried to next account -	346 3 5
	£. 1,171 2 1		£. 1,171 2 1

* *Note.*—This amount was the balance in the treasurer's hands on the 4th February 1889, the date of the annual meeting, and was transferred to the Harbour Trust towards the expenses of the port, such as keeping up the pilot sloop, buoys, beacons, seamarks, &c.

12 February 1890.

Charles Lucas, Clerk.

PORT OF CARDIFF.

BYE-LAWS and RATES of PILOTAGE.

See p. 69 of Parl Paper, No. 154 of 1889.

NAMES of PILOTS.

Channel Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Richards - -	55	Peter Evans - - -	56	William Jenkins - - -	40
Thomas Rosser - - -	62	Thomas Catterson - -	53	Benjamin Morgan - - -	65
William Williams - - -	56	Lewis Jones - - -	46	Edward Holmes - - -	44
Evan T. Morse - - -	44	J. W. Matthews - - -	51	Jonathan Lewis - - -	44
Robert Evans - - -	59	John Berkeley - - -	47	David Morse - - -	37
Zechariah White - - -	59	Thomas Richards - - -	52	J. L. Harvey - - -	52
William White - - -	41	David Julian - - -	70	J. W. Symons - - -	63
William Sanders - - -	40	William Allen - - -	65	Edward Edwards - - -	42

PORT OF CARDIFF—*continued.*NAMES OF PILOTS—*continued.**Channel Pilots—continued.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Edward Kempthorne - -	67	John Wilson - - -	45	Henry Harris - - -	51
J. H. Hancock - - -	46	William Jones - - -	49	Edmund Francis - - -	43
John Rees - - -	49	Giles Rowles - - -	44	R. S. Reid - - -	35
Thomas Thomas - - -	68	Giles Woodward - - -	44	John Jones - - -	46
David Williams - - -	47	David James - - -	43	Abraham Woodward - - -	49
William Couth - - -	40	Isaac Greatrex - - -	39	Moses White - - -	44
David Young - - -	68	John Morgan - - -	49	John Salt - - -	37
Horatio Davies - - -	48	Edward Beecher - - -	43	Thomas Hall - - -	38
William Grimes - - -	56	Edward Parry - - -	43	Thomas Francis - - -	36
David Francis - - -	42	John Hall - - -	54	Edward Davies - - -	36
W. M. Davies - - -	45	Phillip Symons - - -	55	John Hubbard - - -	52
Hopkin Williams - - -	53	W. H. Russell - - -	34	John Russell - - -	38
Walter Leyshon - - -	67	A. B. Foulkes - - -	41	Peter Carpenter - - -	34
Charles Earnshaw - - -	48	Thomas Williams - - -	45	William Williams - - -	40
W. H. Howe - - -	40	George Elliott - - -	40	Thomas Lewis - - -	35
David Davies - - -	43	Albert Cope - - -	49	W. E. J. S. Dalling - - -	38
Thomas Jewill - - -	57	J. A. Howe - - -	38	Tom P. Goodman - - -	35
B. C. Morgan - - -	—				

First Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Evans - - -	63	H. C. James - - -	33	T. H. Brookes - - -	32
David Lewis - - -	34	James Clare - - -	33	W. R. Morris - - -	31
Christopher Rowles - - -	37	Thomas Morris - - -	32	C. H. S. Tamplin - - -	33
John Morgan - - -	35	Walter Couth - - -	33	Henry Baker - - -	51
Thomas W. Evans - - -	34	Frank Trott - - -	33	John Aubrey - - -	63
Edward Harris - - -	35	William Grimes, jun. - - -	31	John Williams - - -	43
John Jones - - -	37	Joseph Sanders - - -	—	William Owen - - -	57
Samuel Harvey - - -	33	Edwin Williams - - -	34		

Second Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Wright - - -	30	H. J. Alexander - - -	29	Robert Pead - - -	30
J. H. Morse - - -	30	Lewis Alexander - - -	29	Jonadab Bowen - - -	45
Thomas Thomas, jun. - - -	30	Thomas Beer - - -	30	John James Rees - - -	28
John Holmes - - -	30				

Supplemental Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Percival - - -	69	Edward Comerford - - -	62	Richard Case - - -	57
Alfred Ray - - -	57	Thomas Ellis - - -	56	Edwin Carey - - -	59
William Selway - - -	64				

PORT OF CARDIFF—continued.

NAMES OF PILOTS—continued.

Masters of Vessels Licensed to Pilot their own Vessels.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Fry - - -	59	John Passmore - - -	—	Henry Lindsay - - -	—
A. Kennedy - - -	—	Geo. M'Dougall - - -	—	Daniel West - - -	—
James Arnel - - -	—				

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Abraham Croft - - -	19	William B. Wilson - - -	20	W. H. James - - -	19
Thomas H. Dyer - - -	21	Edgar Williams - - -	19	W. E. Saddler - - -	18
Lewis D. Jones - - -	20	Alfred H. Beer - - -	20	Evan Milward - - -	18
David Thomas - - -	19	John H. Taylor - - -	19	William E. Ames - - -	17
S. Cope - - -	18	John Jones - - -	19	Jacob E. Jones - - -	18
George A. Smalldridge - -	21	John Henry Beecher - - -	20	Alfred J. Davies - - -	16
Edwin Rees - - -	21	John James Davies - - -	16	Henry Duggan - - -	18
Thomas Rees - - -	18	N. Sargeant - - -	25	E. J. Saunders - - -	18
James W. Taylor - - -	20	Thomas Stoodley - - -	18	Frank O. Davies - - -	16
Thomas A. Wellings - - -	22	E. C. Taylor - - -	19	J. J. Edwards - - -	16
John Henry Williams - - -	20	John B. Jones - - -	18	Murer Weeks - - -	15
Samuel Davies - - -	18	Alfred J. Evans - - -	18	Charles Edward Bennett - -	17
John R. Woodward - - -	21	George Hawkins - - -	18	William Evans - - -	17
David Lewis - - -	20	L. W. Smith - - -	18	Moses John White - - -	17
A. E. Holmes - - -	18	T. J. Harris - - -	19		

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1889.

DISTANCES for which PILOTED.	No.	Amount.
BRITISH VESSELS.		
From Dock to Roads - - -	5,252	£. s. d. 19,199 3 -
From Roads to Nash - - -	2,726	10,849 5 6
From Roads to Ilfracombe - - -	219	1,346 3 4
From Roads to Lundy - - -	202	1,823 6 8
Sundries - - -	889	1,081 3 4
FOREIGN VESSELS.		
From Dock to Roads - - -	1,784	4,984 5 8
From Roads to Nash - - -	987	2,178 3 8
From Roads to Ilfracombe - - -	139	534 15 -
From Roads to Lundy - - -	258	1,527 11 -
Sundries - - -	281	196 14 -
TOTAL - - -	12,777	43,720 11 2

CARDIFF PILOTAGE BOARD. PARTICULARS OF INVESTMENTS, 31st December 1889.

	£.	s.	d.
Taff Vale Railway Company - - -	3,000	-	-
Penarth Dock, Harbour, and Railway Company - - -	500	-	-
Rhymney Railway Company - - -	1,050	4	6
Cardiff Corporation - - -	4,986	8	-
Bute Docks Company - - -	3,113	1	-
Pilot Boat Mortgages - - -	1,414	6	11
National Provincial Bank - - -	1,810	9	3
Cash in hand - - -	672	18	4
TOTAL - - -	£.	16,547	8 -

Cardiff, 4 March 1889.

PORT OF CARDIFF—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account -	17,326	11	1	By amount paid for salary of secretary -	250	-	-
To amount of fees received from applicants for pilots' licences -	8	8	-	By amount paid for salary of clerk -	125	-	-
To amount of fees received from applicants for renewals of pilots' licences -	58	5	6	By amount paid for salaries of other officers -	102	10	-
To amount of fees received from applicants for masters' and mates' certificates -	1	1	-	By amount paid for rent of offices, &c. -	149	17	7
To amount of fees received from applicants for renewals for masters' and mates' certificates -	3	13	6	By amount paid for printing and stationery, &c. -	52	6	6
To amount received for fines and forfeitures from licensed pilots -	5	-	-	By amount paid for office and incidental expenses -	139	6	8
To gross amount received for outward pilotage -	43,720	11	2	By amount paid for auditing accounts -	30	-	-
To amount received for interest on investments -	593	-	8	By amount paid for guarantee premiums -	14	5	-
				By amount paid for Parliamentary expenses -	1,758	18	1
				By amount paid for pensions or super-annuations :			
				Pilots' sick allowances -	107	6	-
				Old age annuitants -	265	-	-
				Widows -	433	19	-
				Orphans -	99	8	4
				By amount paid to sundry creditors from 1888 -	13	3	10
				By amount paid to pilots -	41,628	1	11
				By balance carried to next account -	16,547	8	-
£.	61,716	10	11	£.	61,716	10	11

17 March 1890.

Thomas Evans, Clerk.

PORT OF GLOUCESTER.

BYE-LAWS and RATES of PILOTAGE.

See p. 11 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
1. George Williams -	58	18. E. Brinkworth -	34	That portion of the Bristol Channel which lies east of Lundy Island, including the River Severn to the City of Gloucester, and the River Wye to Chepstow Bridge. This pilotage is not compulsory, but may be obtained over all or any portion of the district, at the discretion of the masters of vessels.
2. William Smith -	57	19. G. W. Morgan -	32	
3. Thomas Price -	54	20. Joseph Tanner -	34	
4. Albert Everett -	51	21. R. A. Mills -	33	
5. Charles Smith -	53	22. Henry White -	34	
6. Henry T. Smart -	50	23. James Biddle -	31	
7. Thomas Hill -	47	24. A. G. Williams -	31	
8. William Everett -	45	25. T. A. Morgan -	31	
9. George Smith -	50	26. Thomas Dimery -	33	
10. John King -	41	27. Enos Phillips -	30	
11. Thomas Williams -	40	28. A. W. Aldridge -	27	
12. Robert J. Smith -	38	29. W. H. Smith -	27	
13. Henry Mills -	41	30. J. W. Dowdeswell -	27	
14. Samuel Kingscote Lewis -	39	31. W. C. Smith -	25	
15. Frederick Pick -	40	32. T. H. Price -	24	
16. Henry Smith -	36	33. J. Brinkworth -	23	
17. Thomas Organ -	34			

Nos. 1 to 26, inclusive, are full pilots; No. 27 is for 1,000 tons register; Nos. 28 and 29 are for 500 tons register; and Nos. 30 to 33 inclusive, are for 300 tons register.

PORT OF GLOUCESTER—continued.

NAMES OF PILOTS—continued.

Lydney Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
1. Charles Cumper - -	46	4. John Ashford - -	57	The River Severn only, from Kingroad to Lydney, and <i>vice versa</i> , for vessels not exceeding 300 tons register.
2. Samuel Everett - -	40	5. William Palmer - -	45	
3. William Price - -	30	6. William Savage - -	27	

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
1. John D. Webb - -	21	7. John Allen - -	17	To qualify as pilots for the same district as the pilots.
2. Clement Lucas - -	20	8. Henry Griffey - -	17	
3. Henry Phillips - -	21	9. Colin F. Dowdeswell -	17	
4. John Willis - -	20	10. John King - -	15	
5. Charles J. Langford -	20	11. Thomas H. Langford -	15	
6. William Davis - -	17	12. Charles Bennett - -	15	

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.		BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
		COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Lundy to Sharpness.	to	1	£. s. d. 9 10 -	-	- - -	1	£. s. d. 4 5 -	86	448 15 -	-	- - -	1	£. s. d. 2 15 -	9	£. s. d. 30 3 6	44	£. s. d. 344 11 6	94	£. s. d. 830 - -
From Nash Sharpness.	to	1	£. s. d. 4 5 -	4	£. s. d. 14 10 -	2	£. s. d. 4 10 -	110	£. s. d. 1,028 11 -	-	- - -	-	- - -	7	£. s. d. 18 1 -	36	£. s. d. 224 19 -	160	£. s. d. 1,294 16 -
From Holmes to Sharpness.	to	3	£. s. d. 6 9 -	9	£. s. d. 22 4 -	2	£. s. d. 5 - -	48	£. s. d. 246 - 9	-	- - -	-	- - -	1	£. s. d. 1 11 -	28	£. s. d. 114 8 9	91	£. s. d. 305 13 6
From Kingroad to Sharpness.		137	£. s. d. 180 11 6	264	£. s. d. 327 2 7	18	£. s. d. 29 9 6	41	£. s. d. 153 19 9	-	- - -	1	£. s. d. 4 6 -	1	£. s. d. 2 10 -	28	£. s. d. 106 6 -	490	£. s. d. 804 5 4
TOTAL - -		142	£. s. d. 200 15 6	277	£. s. d. 363 16 7	23	£. s. d. 43 4 6	237	£. s. d. 1,877 6 6	-	- - -	2	£. s. d. 7 1 -	18	£. s. d. 52 5 6	186	£. s. d. 789 5 3	835	£. s. d. 3,224 14 10

(2.)—OUTWARDS.

From Sharpness to Kingroad.	132	£. s. d. 166 2 2	318	£. s. d. 454 4 9	-	- - -	6	£. s. d. 13 12 -	1	£. s. d. 1 11 6	11	£. s. d. 29 4 -	1	£. s. d. 1 1 -	7	£. s. d. 13 13 3	476	£. s. d. 679 8 8
From Sharpness to Holmes.	-	- - -	140	£. s. d. 987 13 10	-	- - -	13	£. s. d. 100 - 6	-	- - -	54	£. s. d. 278 12 -	-	- - -	24	£. s. d. 104 5 -	340	£. s. d. 1,470 11 4
From Sharpness to Nash.	-	- - -	20	£. s. d. 103 5 6	-	- - -	6	£. s. d. 61 1 6	-	- - -	3	£. s. d. 20 4 6	-	- - -	15	£. s. d. 106 19 -	44	£. s. d. 281 10 6
From Sharpness to Lundy.	-	- - -	3	£. s. d. 29 18 6	-	- - -	3	£. s. d. 42 19 -	-	- - -	6	£. s. d. 41 12 6	1	£. s. d. 3 10 -	14	£. s. d. 114 13 -	27	£. s. d. 232 13 -
Lydney Pilotage -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	£. s. d. 370 8 2
TOTAL - -	132	£. s. d. 166 2 2	490	£. s. d. 1,665 2 7	-	- - -	28	£. s. d. 217 13 -	1	£. s. d. 1 11 6	74	£. s. d. 309 13 -	2	£. s. d. 4 11 -	60	£. s. d. 339 10 3	787	£. s. d. 3,134 11 8

PORT OF GLOUCESTER—continued.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	285 9 2	By amount paid for salaries of clerk and other officers - - - -	198 - -
To amount of fees received from applicants for pilots' licences - - - -	6 6 -	By amount paid for opposing Barry Dock Bill - - - -	100 - -
To amount of fees received from applicants for renewals of pilots' licences - - - -	35 3 6	By amount paid off loan to Sharpness Light House Trustees at 4 per cent. - - - -	132 11 4
To amount received for fines and forfeitures from licensed pilots - - - -	6 13 4	By amount paid for expenses of examinations of pilots' boats and surveys, &c. - -	15 11 8
To gross amount received } £. s. d.		By amount paid for dinner to pilots and apprentices at inspection - - - -	7 10 -
for inward and outward } 6,459 6 6		By amount paid to Trinity Board for two pilots for 1889 - - - -	6 10 -
pilotage - - - -		By amount paid for printing and stationery - -	7 6 8
Poundage thereon - - - -	323 - 2	By amount paid to six pilots - - - -	29 - -
To amount received from other sources :		By amount paid for telegrams and stamps - -	5 9 10
Returned by Severn Lighting Committee - -	50 - -	By amount paid for attendance of pilots - -	2 12 -
Returned by Sharpness Light House Trustees - - - -	20 - -	By amount paid to six widows - - - -	31 - -
Received as collector's fees - - - -	41 9 -	By amount paid for cheque book - - - -	1 - -
Received as dividends on 3,703 l. 8 s. 5 d. 2½ per Cent. Consols - - - -	101 11 2	By balance carried to next account - - -	360 10 10
Instalments from pilots King, Morgan, and Biddle - - - -	27 10 -		
£.	897 2 4	£.	897 2 4

CAPITAL ACCOUNT :

	£. s. d.
Invested in 2½ per Cent. Consols - - - -	3,703 8 5
In bank - - - -	360 10 10
Due from Sharpness Light House Trustees - - - -	112 11 4
Due from pilot John King - - - -	2 10 -
Due from pilots Biddle and Morgan - - - -	74 11 2
£.	4,253 11 9

28 February 1890.

D. Farrant, R.N., Pilot Master.

PORT OF HARTLEPOOL.

BYE-LAWS and RATES of PILOTAGE.

See p. 314 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
1. Michael Snowdon -	78	19. Edward Pounder -	52	37. Luke Denton -	53
2. Richard Hunter -	67	20. Michael Coulson -	54	38. George Watt -	49
3. James Pounder -	68	21. Henry Hood -	56	39. Robert Horsley -	48
4. John Pounder -	67	22. Robert Hood -	62	40. John Pounder -	53
5. Thomas Pounder -	67	23. Robert Pounder -	53	41. George H. Horsley -	48
6. William Coulson -	61	24. Eden Pounder -	54	42. Francis Spence -	48
7. Richard Robinson -	60	25. Robinson Carter -	53	43. George Davidson -	48
8. Matthew Pounder -	59	26. John Boagey -	54	44. Thomas Watt -	46
9. Robert Hodgson -	60	27. John H. Robinson -	55	45. Thomas P. Metcalfe -	45
10. Bartholomew Huntridge -	61	28. Samuel Hodgson -	52	46. Robert J. Storrow -	44
11. John Horsley -	58	29. William D. Spence -	52	47. James Davison -	42
12. George Horsley -	59	30. George Robinson -	50	48. Robert Pounder -	41
13. Thomas Horsley -	61	31. Thomas Watt -	51	49. Robert Robinson -	48
14. Robert Booth -	62	32. Robert Spence -	52	50. Thomas Pounder -	39
15. William Hood -	60	33. Matthew Horsley -	54	51. Thomas Reed -	45
16. Coulson Hood -	58	34. Henry Reveley -	54	52. Eden Harrison -	39
17. Joseph Robinson -	58	35. John Wood -	50	53. John Hodgson -	39
18. Jonathan Moor -	54	36. Thomas Pounder -	55	54. Matthew Hunter -	38

PORT OF HARTLEPOOL—continued.

NAMES of PILOTS—continued.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
55. Robert Snowdon -	38	61. Robert Coulson -	32	66. Eden Pounder -	28
56. John Hastings -	40	62. William Moor -	32	67. John H. Robinson -	27
57. James Harrison -	39	63. Richard Robinson -	32	68. John Pounder -	32
58. John Boagey -	38	64. David Moor -	31	69. Hunter Boagey -	31
59. Thomas Hunter -	37	65. Frank Pounder -	29	70. Michael Coulson -	30
60. Thomas Hood -	38				

Number of Full Pilots - - - - - 63
 Acting Order Pilots - - - - - 7

TOTAL - - - 70

Note.—One pilot died in June 1889. One acting order pilot not renewed owing to ill health. Granted two young men acting orders 28th March 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.
INWARDS.

D I S T A N C E S for which P I L O T E D.	BRITISH VESSELS.				FOREIGN VESSELS.				T O T A L S.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From the German Ocean to the Port of Hartlepool.	984	905	14	3	304	505	5	4	54	58	3	-	513	553	7	6	1,855	2,022	10	1

OUTWARDS.

From the Port of Hartlepool to the German Ocean.	930	1,024 18 -	221	392 6 9	94	73 9 3	412	439 15 6	1,657	1,980 9 6
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ACCOUNT of all MONIES received and expended by the HARTLEPOOL PILOTAGE COMMISSIONERS.

Dr.	£. s. d.	Cr.	£. s. d.
1 January 1889:		1 January 1889:	
To Balance in bank - - - -	23 15 3	By Printing and posting bills and expenses of election - - - -	2 6 6
„ Fees on renewal of licences and two acting orders - - - -	69 4 -	„ Cash due pilotmaster, 31 December 1888 - - - -	- 1 11
„ Levy for repairs - - - -	6 7 -	„ Repairs to watchhouses, &c. - - - -	4 11 7
„ Interest on investment - - - -	26 16 3	„ Paid for chart of Tees Bay - - - -	- 3 -
„ Cash due to pilotmaster - - - -	- 2 6	„ Audit fee - - - -	2 2 -
		31 December 1889:	
		By Clerk's salary and postages - - - -	25 10 -
		„ Pilotmaster's salary and postages - - - -	56 10 -
		„ Hunter's pension - - - -	8 6 8
		„ Printing, stationery, post cards, &c. - - - -	5 14 6
		„ Balance - - - -	20 18 10
£.	126 5 -	£.	125 5 -

AVAILABLE FUNDS.	£. s. d.	WATCHHOUSE ACCOUNT.	£. s. d.
Amount invested on mortgage - - - -	550 - -	1888:	
Balance of cash in bank on current account - - - -	20 18 10	Surplus - - - -	1 1 5½
		Produce of levy - - - -	6 7 -
£.	570 18 10	Amount expended - - - -	4 11 7
		Surplus - - - -	2 16 10½

18 March 1890.

T. Harry Tilly, Clerk.

PORT OF KING'S LYNN.

B Y E - L A W S.

See p. 97 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
William Jones - -	66	John Gamble - - -	38	Into or out of the Port of King's Lynn or between St. Edmund's Ness, otherwise Gore Point, northward, and a certain place called Staple Ware, being the utmost bounds southward of the Admiralty jurisdiction of the mayor, aldermen, and burgesses of King's Lynn.
Robert John Brooke - -	50	George James Creak - -	34	
Edward Greenacre - -	45	William Gamble - - -	36	
William Green Dent - -	36	George Blyth - - -	32	
Edward Walter Haines - -	34	William Potter - - -	30	

Note.—All are licensed by the mayor, aldermen, and burgesses of King's Lynn, but are under the authority of the Pilotage Commissioners.

Superannuated Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
George Burton - -	83	Robert Fysh - - -	79	Samuel Greenacre - - -	73
Thomas Shafto - -	78				
Thurlow Rayner - -	71	Peter Hart - - -	79	John Harle - - -	69

There are no Apprentices.

RATES of PILOTAGE.

See p. 102 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roaring Middle to Lynn Roads.	8	10 2 6	19	39 10 -	-	- - -	8	13 6 3	35	62 18 9
From Lynn Roads to Lynn Harbour.	295	158 6 11	101	177 1 -	1	- 12 3	49	62 12 8	446	398 12 10
TOTALS - - -	303	168 9 5	120	216 11 -	1	- 12 3	57	75 18 11	481	461 11 7

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads.	350	252 16 3	40	47 2 -	3	3 6 3	48	58 9 2	441	361 13 8
From Lynn Roads to Roaring Middle.	37	54 12 6	3	5 15 -	5	6 13 9	-	- - -	45	67 1 3
From Lynn Roads to Lynn Well (Gore End.)	11	27 12 -	-	- - -	1	2 1 3	1	2 4 -	13	31 17 3
TOTALS - - -	398	335 - 9	43	52 17 -	9	12 1 3	49	60 13 2	490	460 12 2

Note.—The books do not distinguish vessels towed by steam from those not towed.

PORT OF KING'S LYNN—continued.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for masters' and mates' certificates - - - -	1 1 -	By amount paid to clerk for preparing and renewing pilots' certificates -	4 1 -
To amount of fees received from applicants for renewals of masters' and mates' certificates - - - -	3 - -	By amount paid for or in respect of pilot boats - - - -	100 - -
To amount received as contribution to pilots' superannuation fund from harbour mooring dues - - -	198 17 4	By amount paid for or in respect of assistants' wages - - - -	104 - -
To amount received as contribution to superannuation fund from pilots -	18 12 8	By amount paid for office expenses, and sundry charges - - - -	33 9 2
To gross amount { Inward pilotage -	461 11 7	By amount paid for pensions or superannuations to pilots - - - -	193 15 -
received for { Outward pilotage -	460 12 2	By amount paid for premiums on seven deferred annuity policies - -	23 15 -
To amount received for extraordinary services of pilots - - - -	18 8 6	By amount divided among the working pilots (full share, 70 <i>l.</i> 6 <i>s.</i> 3 <i>d.</i>) -	703 3 1
£.	1,162 3 3	£.	1,162 3 3

17 January 1890.

I. O. Smetham, Clerk.

PORT OF LANCASTER.

BYE-LAWS, RULES, and REGULATIONS.

See p. 87 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

John Grimshaw - - - - -	aged 60	} Limits:—From the Sea to Glasson Dock.
Thomas Hornby - - - - -	- 65	
James Spencer - - - - -	- 59	
Thomas Spencer - - - - -	- 32	
George Grimshaw - - - - -	- 26	} Limits:—From Sunderland to Lancaster.
James Spencer - - - - -	aged 59	
Thomas Spencer - - - - -	- 32	
Richard Bagot - - - - -	- 35	

NAMES of APPRENTICES.

William Fish - - - - -	aged 18	Daniel Wright - - - - -	aged 18
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RATES of PILOTAGE.

See p. 89 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson - - -	25	83 6 2	4	9 6 9	3	8 3 4	-	- - -	34	113 - 1	66	163 16 4
From Abbey to Glasson - -	35	18 19 -	1	1 - -	-	- - -	-	- - -	-	- - -	36	19 19 -
From Abbey to Lancaster -	136	101 15 4	-	- - -	-	- - -	-	- - -	-	- - -	136	101 15 4
TOTAL - - -	196	154 - 6	5	10 6 9	3	8 3 4	-	- - -	34	113 - 1	238	285 10 8

(2.)—OUTWARDS.

From Glasson to Sea - - -	-	- - -	-	- - -	5	7 12 3	-	- - -	29	64 3 1	34	71 15 4
From Glasson to Abbey - -	30	20 7 10	-	- - -	-	- - -	-	- - -	-	- - -	30	20 7 10
From Lancaster to Abbey -	19	10 4 10	-	- - -	-	- - -	-	- - -	-	- - -	19	10 4 10
TOTAL - - -	58	20 12 8	-	- - -	5	7 12 3	-	- - -	29	64 3 1	92	102 8 -

PORT OF LANCASTER—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>		£.	s.	d.	<i>Cr.</i>		£.	s.	d.
To gross amount received for -	Inward pilotage -	285	10	8	By amount paid for or in respect of pilot, boats, buoys, &c. -	-	387	18	8
	Outward pilotage	102	8	-					
	£.	387	18	8		£.	387	18	8

11 February 1890.

A. Russell, Secretary.

PORT OF LIVERPOOL.

BYE-LAWS, &c.

See p. 104 of Parl. Paper, No. 154 of 1889.

NAMES and AGES of PILOTS, &c.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
No. 1 BOAT. SCHOONER "QUEEN."				No. 2 BOAT. SCHOONER "LEADER."			
William Coventry -	58	Master -	1st Class.	Robert Buddle -	68	Master -	1st Class.
James Barber -	57	Pilot -	ditto.	William Crane -	58	Pilot -	ditto.
John Wissett -	56	ditto -	ditto.	Thomas W. Cockrain -	57	ditto -	ditto.
William Taylor -	60	ditto -	ditto.	John Lawrenson -	61	ditto -	ditto.
James Smith -	53	ditto -	ditto.	Brereton P. Evans -	57	ditto -	ditto.
Thomas Lewis -	52	ditto -	ditto.	Thomas B. Bark -	57	ditto -	ditto.
George F. Parkinson -	51	ditto -	ditto.	William R. Owen -	49	ditto -	ditto.
John B. Sumner -	49	ditto -	ditto.	George Bird -	46	ditto -	ditto.
Thomas Reason -	49	ditto -	ditto.	William Crane -	46	ditto -	ditto.
Henry Day -	47	ditto -	ditto.	William Jones -	47	ditto -	ditto.
Edward Woods -	46	ditto -	ditto.	Thomas Dixon -	43	ditto -	ditto.
William H. Dawson -	46	ditto -	ditto.	George Dawson -	44	ditto -	ditto.
Edward M. Jones -	43	ditto -	ditto.	James S. Holmes -	45	ditto -	ditto.
John J. Campbell -	42	ditto -	ditto.	William W. Webster -	40	ditto -	ditto.
John G. Jones -	39	ditto -	ditto.	David Christie -	37	ditto -	ditto.
Robert H. Boulton -	38	ditto -	ditto.	Richard Littler -	31	ditto -	ditto.
Thomas E. Parry -	37	ditto -	ditto.	Alexander Abernethy -	32	ditto -	ditto.
Richard J. Gore -	35	ditto -	ditto.	Charles E. Cannan -	30	ditto -	ditto.
John A. E. Martin -	33	ditto -	ditto.	Ellis W. Hamer -	31	ditto -	ditto.
William H. Blundell -	31	ditto -	ditto.	Thomas Darcy -	29	ditto -	ditto.
Robert Parry -	30	ditto -	ditto.	Herbert B. Worrall -	30	ditto -	ditto.
Nicholas Kelly -	30	ditto -	ditto.	Thomas K. Dixon -	29	ditto -	ditto.
Edward J. Ledder -	30	ditto -	ditto.	Nicholas Morgan -	27	ditto -	ditto.
George H. R. Lewis -	28	ditto -	ditto.	William A. Smith -	26	ditto -	2nd Class.
James Allan -	30	ditto -	ditto.	William A. M'Intosh -	25	ditto -	ditto.
Thomas F. Boyd -	27	ditto -	ditto.	Frederick Rogers -	24	ditto -	ditto.
James Cousins -	26	ditto -	2nd Class.	Henry J. Evans -	25	ditto -	3rd Class.
Benjamin Ellis -	24	ditto -	ditto.	William A. J. Williams -	22	ditto -	ditto.
William T. Ankers -	24	ditto -	3rd Class.	Samuel H. Boulton -	23	Boathand -	Unlicensed.
Wm. J. Frederickson -	22	ditto -	ditto.	James Parkinson -	20	ditto -	ditto.
Robert Roberts -	21	Boathand -	Unlicensed.	George D. H. Hood -	19	ditto -	ditto.
Hugh L. Williams -	19	ditto -	ditto.	John W. White -	19	ditto -	ditto.
George T. Collins -	19	ditto -	ditto.	Matthew N. Cameron -	18	Candidate -	ditto.
William Bird -	19	ditto -	ditto.	Matthew N. Bird -	18	ditto -	ditto.
Bruce Thompson -	18	Candidate -	ditto.				
William E. Sumner -	18	ditto -	ditto.				

PORT OF LIVERPOOL—continued.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
No. 3 BOAT. SCHOONER "THE DUKE."				No. 5 BOAT. SCHOONER "CRITERION."			
Thomas Edwards -	51	Master	1st Class.	Thomas Lewis -	56	Master	1st Class.
John Williams -	48	Pilot	ditto.	Henry Parry -	59	Pilot	ditto.
Richard Parry -	40	ditto	ditto.	Owen Owen -	59	ditto	ditto.
George H. Rogers -	62	ditto	ditto.	Henry Jones -	58	ditto	ditto.
Frederick Thornton -	61	ditto	ditto.	Hugh Jones -	51	ditto	ditto.
William Browne -	60	ditto	ditto.	John Henderson -	49	ditto	ditto.
Richard Williams -	56	ditto	ditto.	Henry S. Blundell -	47	ditto	ditto.
Anthony Little -	54	ditto	ditto.	John H. Wilson -	46	ditto	ditto.
John Roberts -	55	ditto	ditto.	Rowland Dunnage -	46	ditto	ditto.
Evan Jones -	51	ditto	ditto.	William Jones -	43	ditto	ditto.
William Leech -	46	ditto	ditto.	George Parry -	42	ditto	ditto.
William Roberts -	46	ditto	ditto.	Ellis Taylor -	41	ditto	ditto.
Jonathan Hetherington -	44	ditto	ditto.	John Little -	37	ditto	ditto.
Thomas Jones -	41	ditto	ditto.	Henry Laver -	37	ditto	ditto.
William Morgan -	36	ditto	ditto.	John R. Jones -	38	ditto	ditto.
Charles E. Wilcox -	34	ditto	ditto.	George H. Jones -	36	ditto	ditto.
John J. Jones -	30	ditto	ditto.	John Bell -	33	ditto	ditto.
Henry Battarbee -	32	ditto	ditto.	Robert D. Garden -	36	ditto	ditto.
Charles H. Barnard -	31	ditto	ditto.	John Tomkinson -	34	ditto	ditto.
James Wookey -	31	ditto	ditto.	William J. Felton -	33	ditto	ditto.
John J. Peterson -	30	ditto	ditto.	Frederick W. T. Penney -	30	ditto	ditto.
William Taggart -	52	ditto	2nd Class.	John Lewis -	30	ditto	ditto.
Frederick J. Loveridge -	26	ditto	ditto.	Thomas H. Griffiths -	32	ditto	ditto.
Edward J. W. Evans -	25	ditto	ditto.	William A. Dixon -	28	ditto	ditto.
Thomas H. Peterson -	25	ditto	3rd Class.	James F. Jones -	27	ditto	ditto.
David Cannon -	25	ditto	ditto.	Thorley Lester -	52	ditto	2nd Class.
David T. Williams -	22	Boathand	Unlicensed.	William F. McKaigg -	26	ditto	ditto.
William C. Mylchreest -	23	ditto	ditto.	John W. P. Durrant -	27	ditto	ditto.
Charles Kelly -	20	ditto	ditto.	Richard Shaw -	24	ditto	3rd Class.
John H. Eccleston -	18	ditto	ditto.	Cornelius A. Trantor -	24	ditto	ditto.
William H. Buckley -	18	Candidate	ditto.	William G. Harrison -	21	Boathand	Unlicensed.
William A. Manifold -	17	ditto	ditto.	William Edmonds -	20	ditto	ditto.
				William C. Radcliffe -	21	ditto	ditto.
				George R. Meadows -	21	ditto	ditto.
				Charles E. Vernon -	19	Candidate	ditto.
No. 4 BOAT. SCHOONER "AUSPICIOUS."				No. 6 BOAT. SCHOONER "S. R. GRAVES."			
Joseph E. Sumner -	49	Master	1st Class.	Francis C. Beckett -	57	Master	1st Class.
Peter Bennett -	61	Pilot	ditto.	Frederick Schaivi -	49	Pilot	ditto.
William H. Diaper -	58	ditto	ditto.	John Williams -	55	ditto	ditto.
George Bridge -	65	ditto	ditto.	James Higgin -	63	ditto	ditto.
James McLean -	52	ditto	ditto.	William Brewer -	57	ditto	ditto.
William Owen -	52	ditto	ditto.	William Jevons -	59	ditto	ditto.
John Shepherd -	48	ditto	ditto.	James H. Irving -	54	ditto	ditto.
William B. Bridge -	46	ditto	ditto.	Henry Dean -	48	ditto	ditto.
Richard B. Courtney -	46	ditto	ditto.	William R. Buckley -	47	ditto	ditto.
Henry J. Evans -	46	ditto	ditto.	George H. Dean -	46	ditto	ditto.
Richard Taggart -	48	ditto	ditto.	John M. Horswell -	47	ditto	ditto.
William Atherton -	45	ditto	ditto.	Richard Leigh -	45	ditto	ditto.
James S. Warden -	45	ditto	ditto.	David Jones -	38	ditto	ditto.
John S. Cottier -	41	ditto	ditto.	Henry P. Parry -	39	ditto	ditto.
Henry J. Manchester -	38	ditto	ditto.	William H. Colquitt -	37	ditto	ditto.
Henry L. Parry -	37	ditto	ditto.	Alfred G. Pearce -	36	ditto	ditto.
William Davies -	38	ditto	ditto.	John A. Partington -	36	ditto	ditto.
Henry Jones -	37	ditto	ditto.	David S. Jones -	33	ditto	ditto.
John A. Rutherford -	35	ditto	ditto.	William E. Vidler -	29	ditto	ditto.
Frederick A. Roberts -	34	ditto	ditto.	Benjamin Llewellyn -	29	ditto	2nd Class.
Edward C. Harris -	32	ditto	ditto.	Robert Lloyd -	46	ditto	ditto.
Robert Allen -	32	ditto	ditto.	William Evans -	47	ditto	ditto.
Edward S. Chamberlin -	31	ditto	ditto.	Frank Edwards -	29	ditto	ditto.
John A. Nicholson -	30	ditto	ditto.	Morris W. Roberts -	26	ditto	ditto.
Thomas F. Inkester -	31	ditto	ditto.	John Scarisbrick -	26	ditto	ditto.
George P. Monks -	28	ditto	ditto.	Richard A. Lewis -	22	ditto	3rd Class.
William T. Roberts -	60	ditto	2nd Class.	George H. Clark -	24	ditto	ditto.
Robert J. Durrant -	24	ditto	ditto.	Hugh T. Hughes -	23	Boathand	Unlicensed.
Thomas H. Griffiths -	26	ditto	ditto.	Samuel E. Spicer -	20	ditto	ditto.
James McCallister -	23	ditto	3rd Class.	Owen Roberts -	18	ditto	ditto.
George Holden -	23	Boathand	Unlicensed.	Charles H. Caldwell -	19	ditto	ditto.
Thomas L. Hughes -	20	ditto	ditto.	John M. Roberts -	18	Candidate	ditto.
John R. Martin -	19	ditto	ditto.	John Kirby -	18	ditto	ditto.
Frank Dalziel -	20	ditto	ditto.				
Peter R. Cox -	18	Candidate	ditto.				
William J. Holmes -	17	ditto	ditto.				

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
No. 7 BOAT. Schooner "LANCASHIRE WITCH."				No. 8 Boat. Schooner "Pride of Liverpool"— <i>cont^d.</i>			
John Hughes -	70	Master	1st Class.	John O. Strange -	34	Pilot	1st Class.
Thomas Owen -	63	Pilot	ditto.	John Davies -	31	ditto	ditto.
William Evans -	56	ditto	ditto.	Samuel W. Hughes -	29	ditto	ditto.
Griffith Edwards -	65	ditto	ditto.	Edwin Beeson -	30	ditto	ditto.
Edward Callwood -	59	ditto	ditto.	George W. Barnard -	29	ditto	ditto.
Samuel Dawson -	58	ditto	ditto.	Henry Roberts -	26	ditto	2nd Class.
Richard J. Owen -	51	ditto	ditto.	John Watterson -	26	ditto	ditto.
Richard Williams -	49	ditto	ditto.	Thomas Banks -	22	ditto	3rd Class.
John Maybrick -	48	ditto	ditto.	James S. Bews -	24	ditto	ditto.
John P. Davies -	48	ditto	ditto.	John T. Reed -	22	Boathand	Unlicensed.
William Harrison -	43	ditto	ditto.	Frederick A. Peterson	23	ditto	ditto.
William Jones -	44	ditto	ditto.	Henry E. MacGregor	19	ditto	ditto.
William Davies -	45	ditto	ditto.	John T. Bresnen -	18	ditto	ditto.
William Roberts -	43	ditto	ditto.	Adam J. Corfe -	17	Candidate	ditto.
Hugh Evans -	38	ditto	ditto.	No. 9 BOAT. Schooner "PERSEVERANCE."			
John Evans -	38	ditto	ditto.	Charles S. Daniels -	53	Master	1st Class.
David Jones -	35	ditto	ditto.	John Hughes (a) -	60	Pilot	ditto.
Daniel Jones -	35	ditto	ditto.	Henry J. Hughes -	48	ditto	ditto.
David Pritchard -	32	ditto	ditto.	Jonathan Hodgson -	66	ditto	ditto.
James F. Merchant -	31	ditto	ditto.	Richard H. Whitford	53	ditto	ditto.
William Austin -	30	ditto	ditto.	Samuel Jones -	53	ditto	ditto.
Thomas Hughes -	31	ditto	ditto.	Samuel Major -	49	ditto	ditto.
Robert Taggart -	28	ditto	ditto.	John Hogan -	48	ditto	ditto.
John Beattie -	52	ditto	2nd Class.	John Hughes (b) -	50	ditto	ditto.
William J. Taggart -	25	ditto	ditto.	David Evans -	48	ditto	ditto.
Albert Lever -	23	ditto	ditto.	Thomas Clayton -	44	ditto	ditto.
Ernest N. Morrison -	25	ditto	3rd Class.	Joseph Halpin -	40	ditto	ditto.
Samuel W. Liversage	23	ditto	ditto.	George M'Allister -	38	ditto	ditto.
Hugh Roberts -	23	Boathand	Unlicensed.	Richard Edwards -	38	ditto	ditto.
George C. Salkeld	22	ditto	ditto.	John W. Jones -	36	ditto	ditto.
Albert Jones -	20	ditto	ditto.	John W. Pass -	36	ditto	ditto.
William C. Wilcox -	20	ditto	ditto.	William Lancaster -	34	ditto	ditto.
William P. Gaskell -	18	Candidate	ditto.	Robert J. Pedder -	31	ditto	ditto.
William Pemberton -	16	ditto	ditto.	William H. Jevons -	32	ditto	ditto.
No. 8 BOAT. Schooner "PRIDE OF LIVERPOOL."				George P. Buckley -	31	ditto	ditto.
James Atherton -	58	Master	1st Class.	Robert L. Roberts -	31	ditto	ditto.
Walter W. Dudley -	40	Pilot	ditto.	James B. Godfrey -	28	ditto	ditto.
Isaac Bell -	41	ditto	ditto.	Samuel Hughes -	28	ditto	ditto.
John Kirkman -	60	ditto	ditto.	John H. Hodgson -	29	ditto	ditto.
William P. Owen -	59	ditto	ditto.	Harry E. Williams -	26	ditto	ditto.
James Horner -	52	ditto	ditto.	Edward Griffiths -	39	ditto	2nd Class.
Thomas Strother -	47	ditto	ditto.	Frank Wilkinson -	23	ditto	ditto.
William Hughes -	46	ditto	ditto.	Alexander Donaldson	24	ditto	3rd Class.
Edward Hughes -	41	ditto	ditto.	Joseph H. Manifold	24	ditto	ditto.
John Bebington -	43	ditto	ditto.	William Davies -	22	Boathand	Unlicensed.
Charles F. Felton -	41	ditto	ditto.	William B. Thompson	20	ditto	ditto.
Benjamin Drury -	36	ditto	ditto.	Charles Parkinson -	18	ditto	ditto.
Charles Williams -	35	ditto	ditto.	Albert G. Bark -	19	ditto	ditto.
John B. Sale -	37	ditto	ditto.	Robert J. Miller -	18	Candidate	ditto.
William Backhouse -	36	ditto	ditto.				
Thomas Owen -	37	ditto	ditto.				
William H. Davies -	33	ditto	ditto.				

Dock Office, Liverpool, }
31 January 1890. }

Edw. Gittins,
Secretary to the Mersey Docks and Harbour Board.

RATES of PILOTAGE.

See pp. 118 and 119 of Parl. Paper, No. 154 of 1889.

PORT OF LIVERPOOL—continued.

MERSEY DOCKS AND HARBOUR BOARD, CHIEF ACCOUNTANT'S DEPARTMENT.

RETURN of the Total Amount received for PILOTAGE of VESSELS Into and Out of the Port of LIVERPOOL, in the Year 1889, distinguishing the Amounts received from BRITISH VESSELS and from FOREIGN VESSELS respectively, together with the Number of Vessels paying such Amounts.

INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.			
	COASTERS.		OVERSEA.		OVERSEA.		OVERSEA.		No.	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	Pilot Boat Rate (the Property of the Mersey Docks and Harbour Board), Levied for Maintenance, &c., of the Boats.	Total Rates Received.
	No.	£. s. d.	No.	£. s. d.	No.	£. s. d.	No.	£. s. d.				
From West of Ormeshead to Liver- pool	152	298 12 1	3,322	20,960 9 3	7,287 2 2	£. s. d.	855	4,805 8 6	4,339	26,064 9 10	£. s. d.	£. s. d.
From East of Ormeshead to Liver- pool	883	1,419 7 5	616	2,754 16 6	873 - 1	£. s. d.	356	1,394 19 4	1,825	5,569 3 3	£. s. d.	£. s. d.
TOTAL	1,005	1,717 19 6	4,008	28,715 5 9	8,270 2 3	£. s. d.	1,211	6,200 7 10	6,224	31,633 13 1	£. s. d.	£. s. d.
From Liverpool to Liverpool Bar (Light Vessel, or to Horse Channel Fairway Buoy, and in some cases beyond	1,402	1,182 2 4	3,866	14,340 15 10	3,693 16 7	£. s. d.	1,243	3,353 4 7	6,511	18,882 2 9	£. s. d.	£. s. d.
TOTAL, INWARDS AND OUTWARDS						£. s. d.			12,735	50,515 15 10	£. s. d.	£. s. d.
Add,—Sundry Charges in connection with Pilotage, such as detention at Sea, or in River, Travelling Expenses, &c.												
GRAND TOTAL										12,735	52,884 3 -	£. s. d.

PORT OF LIVERPOOL—*continued.*

STATEMENT of the LIVERPOOL PILOTAGE RECEIPTS and EXPENDITURE, for the Year ended 31st December 1889.

RECEIPTS.			EXPENDITURE.			
	£.	s. d.		£.	s. d.	£. s. d.
To accumulated balance to the credit of the pilot boat account to 31st December 1888 - - - - -			By amount paid for or in respect of Pilots, viz.:			
	34,114	16 11	Percentage to Annuity Fund:			
			3 per cent. on 12,379 l. 9 s. 9 d. - -	371	7 8	
			3½ per cent. on 39,846 l. 12 s. 7 d. - -	1,394	12 8	
To Pilotage Rates, &c.:				1,766	- 4	
Inward pilotage - - - - -	31,533	13 1	Percentage for Collection Expenses:			
Outward pilotage - - - - -	18,882	2 9	1½ per cent. on 52,226 l. 2 s. 4 d. - -	783	7 10	
Transporting charges, extra days, &c. - -	1,710	6 6		2,549	8 2	
*Travelling expenses - - - - -	658	- 8	Paid over to pilots - - - - -	50,334	14 10	
						52,884 3 -
To Pilot Boat Rates, &c.:			By amount paid for or in respect of Pilot Boats, viz.:			
Inward pilotage - - - - -	11,014	17 1	Repairs and maintenance - - - - -	2,004	12 9	
Outward pilotage - - - - -	5,109	10 6	Salaries, wages, victualling, &c. - - -	4,118	19 -	
			Expenses in connection with the loss of Pilot Boat, No. 5 - - - - -	74	7 4	
	16,124	7 7	Percentage to Annuity Fund:			
Compensation received for loss of Pilot Boat, No. 5 - - - - -	364	2 1	3 per cent. on 3,752 l. 12 s. - -	112	11 7	
			3½ per cent. on 12,371 l. 15 s. 7 d. - -	433	- 2	
	16,488	9 8				545 11 9
			Percentage for Collection Expenses:			
			1½ per cent. on 16,124 l. 7 s. 7 d. - -	241	17 3	
			Interest on Purchase Money of Boats and Legal Expenses, viz.:			
			£. 90,983. 0 s. 6 d., borrowed at 3½ per cent. - - - - -	3,411	17 3	
			Less,—Interest on balance to 1st July 1889 - - - - -	1,156	19 8	
				2,254	17 7	
						9,240 5 8
			By accumulated balance to the credit of the pilot boat account to 31st December 1889 - - - - -			41,363 - 11
	£.	103,487 9 7				£. 103,487 9 7

* Not chargeable with any percentage for the pilotage annuity fund.

CASH STATEMENT of the LIVERPOOL PILOTAGE ANNUITY FUND, for the Year ended 31st December 1889.

RECEIPTS.			EXPENDITURE.			
	£.	s. d.		£.	s. d.	£. s. d.
To balance, 31st December 1888, viz.:			By amount paid for Salaries of—			
Amount invested in bonds of the Mersey Docks and Harbour Board - - - - -	14,500	- -	Superintendent - - - - -	650	- -	
Less,—Amount due to the Board in respect of current payments on behalf of the fund, being in excess of current receipts - - - - -	1,454	18 1	Clerk - - - - -	150	- -	
						700 - -
To amount of Fees received from applicants for—			By amount paid for rent of office - - - - -			100 - -
Pilots' licences - - - - -	84	- -	By examination expenses - - - - -			105 - -
Renewals of licences - - - - -	790	13 -	By printing and stationery - - - - -			37 - 7
Masters and mates' certificates - - - -	340	14 6	By miscellaneous disbursements - - - -			224 - 3
Renewals of masters and mates' certificates -	601	13 -				
			By amount paid for Pensions, &c. to—			
To amount received as Contribution, viz.:			63 pilots - - - - -	2,132	2 6	
Percentage on Pilotage Rates:			81 widows - - - - -	1,353	19 8	
3 per cent. on 12,379 l. 9 s. 9 d. - -	371	7 8	55 orphans - - - - -	307	5 1	
3½ per cent. on 39,846 l. 12 s. 7 d. - -	1,394	12 8				3,793 7 3
	1,766	- 4	By balance, 31st December 1889, viz.:			
Percentage on Boat Rate:			Amount invested in bonds of the Mersey Docks and Harbour Board - - - - -	14,500	- -	
3 per cent. on 3,752 l. 12 s. - -	112	11 7	Less,—Amount due to Board in respect of current payments on behalf of the funds, being in excess of current receipts - - - - -	829	15 6	
3½ per cent. on 12,371 l. 15 s. 7 d. - -	433	- 2				13,670 4 6
	545	11 9				
Percentage from pilots on detached service -	6	2 9				
To amount received for fines and forfeitures from licensed pilots - - - - -						
To amount received as interest on dock bonds -						
	620	6 4				
To income tax returned - - - - -						
	16	12 1				
	636	18 5				
Less,—Interest on cash balances - - - -						
	31	8 7				
To amount refunded for annual survey expenses, &c. - - -						
	£.	18,629 12 7				£. 18,629 12 7

PORT OF NEWPORT (MONMOUTH).

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed or Authorised to Act.
William Watts - - -	49	Thomas Phillips - - -	71	That portion of the Bristol Channel which lies eastward of Lundy Island, up to, and including Kingroad and the River Usk as far as Caerleon Bridge.
James T. Lewis - - -	30	Joseph Cox - - -	38	
Thomas S. Weeks - - -	55	E. T. Goldsworthy - - -	57	
Edwin Barnes - - -	55	James Pearce - - -	55	
John Thompson - - -	34	W. H. Seantlebury - - -	52	
Rees Jones - - -	35	Isaac Davies - - -	47	
Elijah Cox - - -	35	Samuel Gilmore - - -	47	
John G. Gould - - -	49	Thomas Cox - - -	48	
David Phillips - - -	36	Richard Ireland - - -	41	
Henry Ray - - -	58	W. H. Fisher - - -	47	
John H. Pugsley - - -	31	John Adams - - -	49	
H. C. Edmunds - - -	38	Isaac Gilmore - - -	42	
Samuel J. Small - - -	43	John H. Cox - - -	42	
Edward Small - - -	54	William Thompson - - -	38	
James Lewis - - -	52	William J. Evans - - -	37	
Charles Ebsworth - - -	41	John Gilmore - - -	39	
John Davies - - -	43	William Ray - - -	31	
James Comerford - - -	65	Charles Carney - - -	35	

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Henry Cox - -	19	John Pritchard Evans -	20	Edward James Small -	16
George William Adams -	19	William Henry Small -	20	Henry Jacob Edmunds -	17
William James Baldwin -	20	Simon Charles Bartlett -	18	Edward Charles Lippiatt -	19
George James Ellis - -	21	William Henry Fisher -	16	Benjamin Prosser - -	19
William George Watts -	18	Thomas Henry Adams -	16	William James Small -	16
Alfred Venn - - -	19	Thomas Weeks - - -	16		

PORT OF NEWPORT (MONMOUTH)—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.			
	COASTERS.				OVERSEA.		COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
NEWPORT.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Rivers Mouth to Newport	-	-	-	81 99 12 6	98	187 3 6	-	-	-	5 7 8 6	-	-	-	33 43 15 -	217	237 19 6
From Holms to Newport	-	-	-	343 821 - 6	431	1,067 4 -	-	-	-	67 145 13 6	-	-	-	75 163 4 6	916	2,197 2 6
From Nash Point to Newport	-	-	-	308 1,328 16 6	337	1,432 13 -	-	-	-	25 92 4 -	-	-	-	106 344 3 3	776	3,197 18 9
From Ilfracombe to Newport	-	-	-	24 155 7 6	32	217 7 -	-	-	-	10 48 9 6	-	-	-	56 251 - 6	122	672 4 6
From Lundy Island to Newport	-	-	-	14 111 9 6	23	216 9 6	-	-	-	8 62 - -	-	-	-	56 379 10 6	106	769 9 6
CARDIFF.																
From Lundy Island to Cardiff Roads.	-	-	-	5 39 10 -	3	24 5 -	-	-	-	3 20 17 6	-	-	-	21 104 17 6	32	189 10 -
From Ilfracombe to Cardiff Roads	-	-	-	4 18 - -	2	8 12 6	-	-	-	1 2 5 -	-	-	-	13 49 15 4	20	78 12 10
From Nash Point to Cardiff Roads	-	-	-	2 3 7 6	8.	15 15 -	-	-	-	1 1 10 -	-	-	-	2 3 17 6	13	24 10 -
BRISTOL.																
From Lundy Island to King Road	-	-	-	1 7 7 -	9	76 6 -	-	-	-	1 4 4 -	-	-	-	3 24 3 -	14	119 - -
From Ilfracombe to King Road	-	-	-	- - -	-	- - -	-	-	-	- - -	-	-	-	1 2 2 -	1	2 2 -
From Minehead to King Road	-	1	1 15 -	- - -	1	3 10 -	-	-	-	- - -	-	-	-	- - -	2	5 5 -
GLOUCESTER.																
From Lundy Island to King Road.	-	-	-	- - -	2	14 5 -	-	-	-	- - -	-	-	-	2 9 10 -	4	23 15 -
From Nash Point to King Road	-	-	-	- - -	3	12 2 6	-	-	-	- - -	1	1 12 6	-	- - -	4	13 15 -
Tides' Works	-	-	-	- - -	-	- - -	372	720 15 -	-	- - -	-	- - -	-	- - -	372	720 15 -
TOTAL	-	1	1 15 -	782 2,584 11 -	954	3,225 13 -	372	720 15 -	121	384 12 -	1	1 12 6	368	1,375 19 1	3,009	6,294 17 7

(2.)—O U T W A R D S.

NEWPORT.														
From Newport to Rivers Mouth -	-	-	75	81 19 6	95	127 12 6	-	-	1	1 8 -	-	-	7	8 13 -
From Newport to Holms -	-	-	147	313 - -	504	1,186 15 6	-	-	4	11 5 -	-	-	113	234 9 -
From Newport to Nash Point -	-	-	48	193 10 6	682	3,018 9 4	-	-	-	- -	-	-	155	574 16 6
From Newport to Ilfracombe -	-	-	4	30 8 -	41	266 1 4	-	-	-	- -	-	-	13	67 1 6
From Newport to Lundy Island -	-	-	2	22 - -	41	369 1 10	-	-	-	- -	-	-	41	312 11 -
CARDIFF.														
From Cardiff Roads to Lundy Island.	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
From Cardiff Roads to Ilfracombe	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
From Cardiff Roads to Nash Point	-	-	-	- -	1	1 2 -	-	-	-	- -	-	-	-	1 2 - -
BRISTOL.														
From King Road to Lundy Island -	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
From King Road to Ilfracombe -	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
From King Road to Minehead -	-	-	-	- -	-	- -	-	-	1	1 15 -	-	-	-	1 1 15 -
GLOUCESTER.														
From King Road to Lundy Island	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
From King Road to Nash Point -	-	-	-	- -	-	- -	-	-	-	- -	-	-	-	-
Days' Attendance - - - -	-	-	-	- -	-	- -	137	73 14 -	-	- -	-	- -	-	137 73 14 -
TOTAL - - -	-	-	276	643 13 -	1,304	4,950 - 6	437	73 14 -	6	14 8 -	-	-	329	1,197 16 -

PORT OF NEWPORT (MONMOUTH)—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	12,770 18 11	By amount paid for salary of clerk -	200 - -
To fees collected -	406 15 6	By amount paid for rent of offices, &c. -	40 - -
To amount of fees received from applicants for renewals of pilots' licences -	38 16 6	By amount paid for law charges and Parliamentary expenses -	595 - 4
To amount received as contribution to superannuation fund -	759 13 9	By amount paid for incidentals -	75 14 10
To gross amount Inward pilotage -	8,294 17 7	By gross amount of pilotage paid pilots -	15,176 14 1
received for Outward pilotage -	6,881 16 6	By amount paid for pensions or superannuations :	
		£. s. d.	
To interest :	£. s. d.	Pilots -	30 6 8
Newport Dock Bonds -	3 16 1	Widows -	234 - -
Alexandra Dock Bonds -	50 14 -	Orphans -	153 8 -
Newport Gas Company Stock -	12 16 6		417 14 8
Newport Gas Company Bonds -	48 15 -	By balance :	
Great Western Railway Company Stock -	33 12 9	London and Provincial Bank (Current Account) 497 5 5	
London and Provincial Bank Deposit -	20 - 9	Newport Gas Company Stock -	331 7 7
Waterworks Stock -	58 10 -	Great Western Railway Company Stock -	800 - -
Consols -	183 6 1	Newport Waterworks Stock 1,544 10 -	
	411 11 2	Alexandra Dock Bond -	700 - -
		Consols -	9,186 3 -
			13,059 6 -
	£. 29,564 9 11		£. 29,564 9 11

5 February 1890.

S. Geo. Homfray, Clerk.

PORT OF PORTHCAWL.

BYE-LAWS and RATES of PILOTAGE.

See p. 95 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
James Pearce, sen. - - - -	66	James Pearce, jun. - - - -	48
William Lewis - - - -	53	Thomas Pearce - - - -	41
Morris Power - - - -	56		

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From any place between Sker or Nash Points, and inside the Sands, to the Harbour	625	194 17 2	83	29 8 7	18	24 14 6	2	1 17 6	1	- 7 2	1	- 10 4	70	48 10 5	32	20 12 7	832	321 7 3

(2.)—OUTWARDS.

From the Harbour to any place between Sker or Nash Points, and inside the Sands	572	192 12 9	152	52 11 11	2	2 16 7	2	2 16 5	43	37 3 3	19	9 15 6	23	11 2 4	19	12 8 5	832	321 7 3
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PORT OF PORTHCAWL—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>		£.	s.	d.	<i>Cr.</i>		£.	s.	d.
To gross amount received for -	Inward pilotage	321	7	3	By amount paid for or in respect of pilot, boats, buoys, &c. - - -		9	8	7
	Outward pilotage	321	7	3	By amount paid to pilots - - -		633	5	11
		£.	642	14		£.	642	14	6

12 January 1889.

J. Wessendorff, Harbour Master.

PORT OF SUNDERLAND.

BYE-LAWS and RATES of PILOTAGE.

See p. 304 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Master Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
William Scott - - -	67	Edward Brown - - -	60	For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.
Edward Brown - - -	60	Matthew Metcalf - - -	56	
James Liddell - - -	63	Richardson Donkin - - -	57	
William Henry - - -	59	William Willing - - -	61	
Edward Brown - - -	60	Robert Henry Thompson -	58	
Paul Wayman - - -	59			

First Class Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Richardson Gibbins - -	61	William Watson - - -	49	For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.
James Morley - - -	57	Thomas Brown - - -	50	
William Brown - - -	54	William Elliott - - -	59	
George Gibbins - - -	59	John Mundy Wake - - -	49	
Henry Metcalf - - -	57	John Tindle Dodds - - -	50	
Featherstone Moore - -	54	George Stafford - - -	46	
William Thurlbeck - - -	61	James Rush - - -	48	
John Patterson - - -	52	Parker Donkin - - -	48	
John Cuthbertson Scott -	53	James Septimus Hopper -	47	
William Brown - - -	58	William Dodds - - -	48	
Thomas Hopper - - -	53	Joseph Lindsay - - -	48	
George Lindsay - - -	58	John Carter - - -	48	
Thomas Wrightson - - -	59			

PORT OF SUNDERLAND—*continued.*NAMES of PILOTS—*continued.**First Class Pilots—continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Robert Brown - - -	55	William Gibbins - - -	44	For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.
James Taylor - - -	46	James Potts - - -	40	
Thomas Brown Thurlbeck -	46	William Alder, the younger	39	
Robert Tindle Dodds - -	46	Robert Downs - - -	39	
Thomas Tindle Dodds -	46	Thomas Rowell - - -	39	
Matthew Wake - - -	47	George Wilson - - -	39	
John Jobling - - -	47	Joseph Henry - - -	39	
John Smith - - -	46	Thomas Robson - - -	38	
Henry Rush - - -	47	Thomas Hall - - -	40	
John Burton Brown - -	48	Robert Mundy Wake -	43	
James Smith Atkinson -	43	Edward Hodgson Scott -	42	
William Thurlbeck - - -	43	Michael Thurlbeck - -	41	
Abram Thompson - - -	43	John Scott - - -	40	
Michael Hall - - -	43	Joseph Wake - - -	38	
Henderson Brown Wake -	43	William Brown - - -	39	
James Rush - - -	43	George Hall - - -	37	
Thomas Potts - - -	45	John Henry Thompson -	36	
Matthew Donkin - - -	44	George Gibbins, the younger	37	
Jacob Thurlbeck - - -	46	Matthew Metcalf - - -	34	
Lionel Henry - - -	44	William Gills - - -	25	
Richardson Gibbins, the younger - - -	41	William Elliott - - -	32	
Francis Ward Taylor -	40	James Archbold Davison -	27	
		Richardson Gibbins - -	27	

Second Class Pilots.

NAMES.	Ages.	Service for which Licensed.
William Welch - - -	39	For navigating, piloting, and conducting vessels of not exceeding 400 tons register within the Pilotage district of the Port of Sunderland.
Robert Gibbins - - -	30	
		For navigating, piloting, and conducting vessels of not exceeding 600 tons register within the Pilotage district of the Port of Sunderland.

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
David John Dodds - - -	21	John James Robson - -	18	To learn the art and business of a pilot, and to assist generally in the Pilotage service.
William Patterson - - -	21	Matthew Rush - - -	19	
David John Dodds - - -	19	Amos Wilby Broughton -	18	
William Thurlbeck - - -	21	Robert Henry Gills - -	19	
John Michael Hall - - -	22	Henry Rowell - - -	17	
Robert Thurlbeck - - -	21	Robert Brown - - -	17	
Henry Thompson - - -	22	Parker Donkin, the younger	18	
William Elliott - - -	21	William Wake - - -	17	
Thomas Brown - - -	19	Jacob Wake - - -	18	

PORT OF SUNDERLAND—continued.

AMOUNT received for PILOTAGE, of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Port - - - -	2,426	2,147 16 9	546	649 17 8	171	182 16 4	692	755 1 3	3,835	3,795 12 -

(2.)—OUTWARDS.

From Port to Sea - - - -	3,753	4,201 13 3	767	1,203 18 9	78	85 13 4	884	1,178 - 11	5,482	6,669 6 3
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account	249 13 3	By amount paid for salary of clerk	50 - -
To amount of fees received from applicants for renewals of pilots' licences - - - -	172 - -	Allowance for the services of an assistant - - - -	20 - -
To amount of fees received from applicants for renewals of masters' and mates' certificates - -	2 - -	By amount paid other officers, viz.:	
To amount received for fines and forfeitures from licensed pilots -	7 10 -	Pilot ruler - - - -	150 - -
To amount received from other sources, viz.:		Boy in pilot ruler's office - -	13 - -
Fees for pilot boat licences -	7 - -	Auditor - - - -	2 2 -
Contributions to pilotage fund by pilots under Bye-law No. XIV., for twelve months ending 31st December 1889 -	424 12 6	By amount paid for stamps - -	1 19 2
Fees received from apprentices under Bye-law No. III. -	6 10 -	By amount paid for printing and stationery - - - -	1 11 -
Amount received from five apprentices as contributions to the Pilotage Fund, on their entering the pilotage service, under Bye-law No. III. -	25 - -	By amount paid for advertising -	8 13 -
One year's interest on 5,500 <i>l.</i> ; and half-year and two days' interest on 200 <i>l.</i> , invested with the River Wear Commissioners, less Property Tax - - - -	242 16 3	By amount paid for office cleaning and coals - - - -	10 - 3
Interest allowed by bankers -	1 18 1	By amount paid for sundries, including repairs - - - -	3 - 4
		By amount paid for new flags supplied to pilots - - - -	4 16 -
		By amount paid for pensions to 20 pilots - - - -	448 - -
		By amount of pilot licence renewal fee returned to a pilot placed on the pension list - - - -	2 - -
		By amount invested with the River Wear Commissioners on security of their consolidated revenue, at 3½ per cent. per annum interest -	200 - -
		By balance carried to next account	223 18 4
	£. 1,139 - 1		£. 1,139 - 1

Note.—All moneys received by the Commissioners, subject to the due payment of the current charges of the Commissioners in carrying out the Pilotage Service, form one common fund, out of which the pensions and sums granted for temporary relief are paid.

N.B.—No portion of the pilotage is received by the Commissioners.

3 April 1890.

J. G. Morris, Clerk.

PORT OF SWANSEA.

BYE-LAWS and RATES of PILOTAGE.

See p. 126 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Elijah Williams - - -	46	John Wilkins - - -	71	George Jones Rees - - -	37
Daniel Owen - - -	59	John Mills - - -	60	Charles Jones - - -	51
Samuel Harman - - -	63	William Tamlin - - -	46	William Fender - - -	50
Griffith Fox - - -	43	John Bevan - - -	55	Samuel Hughes - - -	51
Matthew Chard - - -	50	Thomas Johnson - - -	43	Nicholas Johnson - - -	50
Griffith Austin - - -	42	William Ace - - -	49	Robert Bedford - - -	53
Joseph Owen - - -	48	George Thomas - - -	52	David Bidder - - -	45
John Gyles Hodge - - -	48	Charles W. Randell - - -	51	James George - - -	53
David Tamlin - - -	48	John Beynon - - -	48	William Burnett - - -	48
Philip Mitchell - - -	41	Edwin Burton - - -	57	Mitchell Mitchell - - -	50
Lewis Watkins - - -	41				

No Apprentices.

Harbour Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Charles Grove - - -	49	David Fender - - -	40	Robert Argent - - -	50
Charles Edwards - - -	65	David Rees - - -	60	Henry Rees - - -	34
William Mitchell - - -	38	Richard Clark - - -	53	John Brooks - - -	48

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Swansea Bay to Harbour - - -	2,039	2,400 19 3	361	431 9 -	2,400	2,832 8 3
From Pwldy Point to Harbour - - -	169	514 1 -	58	113 19 -	227	628 - -
From Oxwich Point to Harbour - - -	126	424 7 3	46	120 15 -	172	545 2 3
From Worm's Head to Harbour - - -	20	70 17 -	7	18 15 -	27	89 12 -
Vessels not entering Swansea Harbour -	7	15 19 -	5	16 15 -	12	32 14 -
TOTAL - - -	2,361	3,426 3 6	477	701 13 -	2,838	4,127 16 6

(2.)—OUTWARDS.

From Harbour to Pier Head - - -	380	454 11 -	191	224 17 -	571	679 8 -
From Harbour to Mumbles Roads - - -	704	1,893 13 -	148	321 16 6	852	2,215 9 6
From Harbour to Eastern or Western Limits	5	44 18 -	-	8 14 -	5	53 12 -
TOTAL - - -	1,089	2,393 2 -	339	555 7 6	1,428	2,948 9 6

PORT OF SWANSEA—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account	2,995 3 9	By amount paid for or in respect of pilot boats, hobbler, &c. -	7,076 6 -
To amount of fees received from applicants for renewals of pilots' licences - - - -	83 9 6	By amount paid to pilots - -	5,269 1 8
To amount of fees received from applicants for masters and mates' certificates - - - -	5 5 -	By amount paid for pilot boats, hobbler, &c. - - - -	1,807 4 4
To amount of fees received from applicants for renewals of masters and mates' certificates - -	44 2 -	By amount paid to pilots - -	346 14 -
To amount received as contribution to superannuation fund - -	134 13 9	By amount invested £. s. d. in Swansea Harbour mortgages and stock - - - - 2,795 - -	
To gross amount (Inward pilotage received for - Outward pilotage	4,127 6 6	By amount of cash at bankers and in hands of cashier - 226 1 10	
To amount received for interest on money invested in mortgages and stock - - - -	2,948 9 6	By balance carried to next account	3,021 1 10
	105 1 10		
£.	10,444 1 10	£.	10,444 1 10

12 April 1890.

T. W. Talfourd Strick, Clerk.

PORTS OF THE TEES.

BYE-LAWS and RATES of PILOTAGE.

See p. 91 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
Richard Hunter - - -	68	Licensed - -	Sea to Stockton.
Bartholomew Huntridge - -	59	Ditto - - -	ditto.
Samuel Hodgson - - -	53	Ditto - - -	ditto.
Thomas Pounder - - -	39	Ditto - - -	ditto.
Matthew Pounder - - -	60	Ditto - - -	ditto.
Michael Snowden - - -	69	Ditto - - -	ditto.
Robert Hood - - -	67	Ditto - - -	ditto.
Henry Hood - - -	56	Ditto - - -	Sea to Stockton, and <i>vice versa</i> .
John Lithgo - - -	48	Ditto - - -	ditto - ditto.
George Callender - - -	63	Ditto - - -	ditto - ditto.
George Duncan - - -	50	Ditto - - -	ditto - ditto.
Wright Musther - - -	64	Ditto - - -	ditto - ditto.
Henry Carter Pickersgill -	60	Ditto - - -	ditto - ditto.
Henry Soppitt - - -	59	Ditto - - -	ditto - ditto.
William Hutchinson - - -	64	Ditto - - -	ditto - ditto.
John Hart - - -	57	Ditto - - -	ditto - ditto.
Stephen Lister - - -	53	Ditto - - -	ditto - ditto.
Benjamin Mollard - - -	55	Ditto - - -	ditto - ditto.
Joseph Wass - - -	73	Ditto - - -	ditto - ditto.
Joseph Burnicle - - -	63	Ditto - - -	ditto - ditto.
Robert Burnicle - - -	58	Ditto - - -	ditto - ditto.
John Burnicle - - -	64	Ditto - - -	Sea to Acklam Wharf, and <i>vice versa</i> .
Michael Burnicle - - -	39	Ditto - - -	Sea to Stockton, and <i>vice versa</i> .
James Carter - - -	58	Ditto - - -	Sea to Stockton.

PORTS OF THE TEES—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
John Spurr Dixon - - -	62	Licensed - -	Sea to Stockton, and <i>vice versa</i> .
Henry Guy - - -	50	Ditto - -	- ditto - ditto.
Matthew Hunter - - -	39	Ditto - -	Sea to Stockton.
John Hodgson - - -	38	Ditto - -	- ditto.
Robert Snowdon - - -	41	Ditto - -	- ditto.
Henry W. Pickersgill - -	30	Ditto - -	Sea to Stockton, and <i>vice versa</i> .
James Towell - - -	30	Ditto - -	- ditto - ditto.
George E. Callender - -	32	Ditto - -	- ditto - ditto.
David Dempster - - -	46	Ditto - -	- ditto - ditto.
James Fryett - - -	29	Ditto - -	- ditto - ditto.
Watson Dixon - - -	29	Ditto - -	- ditto - ditto.
John Soppitt - - -	27	Ditto - -	Sea to Acklam Wharf, and <i>vice versa</i> .
Thomas Hunter - - -	32	Ditto - -	Sea to Stockton.
Robert Pounder - - -	41	Ditto - -	- ditto.
Thomas Watt - - -	26	Ditto - -	Sea to Newport Wharf.
Richard Robinson, jun. (2nd Class).	30	Ditto - -	- ditto.
William Hood (2nd Class) -	37	Ditto - -	Sea to Newport Wharf, and <i>vice versa</i> .
William Lister (2nd Class) -	22	Ditto - -	- ditto - ditto.
William Grey (2nd Class) -	25	Ditto - -	- ditto - ditto.
James E. Lithgo (2nd Class) -	22	Ditto - -	- ditto - ditto.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Middlesborough -	512	£. s. d. 558 19 6	857	£. s. d. 1,203 12 1	283	£. s. d. 303 10 1	1,652	£. s. d. 2,066 1 8

(2.)—OUTWARDS.

From Middlesborough to Sea -	728	848 19 6	573	737 17 7	212	264 3 11	1,513	1,851 1 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	440 - 2	By amount paid for salary of secretary	25 - -
To amount of fees received from applicants for renewals of pilots' licences	47 - -	By amount paid for salary of pilot master -	50 - -
To amount received for pilotage fees from licensed pilots -	151 12 2	By amount paid for printing stationery, and postages -	8 19 9
To gross amount { Inward pilotage	2,066 1 8	By amount paid for or in respect of pilot boat for shelter -	80 - -
received for { Outward pilotage	1,851 1 -	By pilotage paid over to pilots -	3,917 2 8
		By amount paid for pensions or super-annuations:	
		Five pilots -	28 10 -
		Four widows -	14 - -
		By cash in hands of pilot master -	32 2 5
		By balance carried to next account -	400 - -
£.	4,555 14 10	£.	4,555 14 10

4 March 1889.

M. B. Dodds, Clerk.

PORTS OF THE TYNE.

BYE-LAWS and RATES of PILOTAGE.

See also p. 60 of Parl. Paper, No. 154 of 1889.

At the Court at Windsor, the 19th day of February 1889.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its districts all or any of the things specified in that behalf in the said section :

And whereas the Tyne Pilotage Commissioners, being the pilotage authority for the River Tyne, within the meaning of the said Act, have in exercise of the powers vested in them by that Act, made certain bye-laws and regulations, which were approved by an Order in Council, dated the 17th day of June 1887 :

And whereas the said Pilotage Commissioners have made and submitted for the consent of Her Majesty, an

additional bye-law with respect to pilotage within their district :

And whereas it has been made to appear to Her Majesty that the said additional bye-law is reasonable and proper :

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said Merchant Shipping Act, 1854, by and with the advice of Her Privy Council, is pleased to approve of and signify Her consent to the said additional bye-law of the said Pilotage Commissioners as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

When any vessel at sea inward bound to the River Tyne, shall arrive within the limit of the Pilotage District of the Tyne without a pilot of the Tyne on board, the pilot who first offers his services thereafter, shall, although such services be refused by the master or other person having the charge and control of the vessel, be entitled to receive one-half of the pilotage dues for the pilotage inwards of such vessel, in case the master or other person having the charge or control of such vessel shall, after such refusal, employ any other pilot to pilot such vessel inwards into the Tyne. Such inward pilotage shall be so divided notwithstanding that the pilot actually employed was not informed that a pilot had previously offered his services as aforesaid. Provided that no pilot shall be entitled to such share of the inward pilotage of more than one inward bound vessel refusing his services within 12 hours from the first offer and refusal.

NAMES of PILOTS.

SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels throughout the entire District of the Tyne.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Young (1) - -	80	Robert Chambers (1) - -	68	Thomas Stephenson - -	58
William Bedlington - -	81	George Ayre - - -	64	Joseph Coats - - -	59
James Young (2) - -	75	James Coats - - -	64	William Chambers - -	58
Robert Phillips (1) - -	73	Michael Purvis - - -	70	Andrew Purvis (1) - -	57
James Chambers - - -	73	Thomas Chambers - -	66	William Daglish - - -	72
James Blair - - -	74	Lancelot Burn (1) - -	62	Jacob Bone - - -	52
Andrew Harrison - - -	74	Thomas Stott - - -	61	Charles Burn - - -	57
John S. Tindle - - -	71	Henry Strachan - - -	60	Anthony Ramsey - - -	53
William Young (1) - -	71	William T. Turnbull -	60	William Timmouth (1) -	55
George Grieves - - -	70	Peter Cree - - -	72	Thomas Marshall (1) -	58
George Tindle - - -	64	James Purvis (1) - -	62	William Marshall (1) -	55
Robert Blair - - -	69	Joseph Blackett - - -	70	James C. Morrison - -	53
Ralph Harrison - - -	69	Ralph Shotton - - -	64	John Harrison - - -	54
James Tindle - - -	70	R. A. Harrison - - -	62	George Smith - - -	54
James Morton (1) - - -	67	Michael Donkin - - -	61	William Smith - - -	70
John Grieves (1) - - -	68	Joseph Freeman - - -	58	Thomas Y. Timmouth -	53
M. P. Morton - - -	63	Charles Pearson - - -	58	Thomas Nevens - - -	53
William Blair - - -	67	Alexander H. Bone - -	76	Gilbert Purvis - - -	60
George H. Thurlbeck -	68	Thomas Tindle - - -	61	Benjamin Peel - - -	61
John E. Young - - -	69	Ralph Burn - - -	61	John Purvis (1) - - -	53
William C. Stephenson -	70	Charles Cleet - - -	60	Edward Ramsey - - -	53

PORTS OF THE TYNE—continued.

NAMES OF PILOTS—continued.

SEA PILOTAGE DISTRICT—continued.

Licensed to pilot Vessels throughout the entire District of the Tyne—continued.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph Chambers - -	53	Matthew Young - -	47	Richard Harrison - -	40
John Heron - - -	62	Heslop Wright - -	47	Anthony R. Emmerson -	31
Edward Tindle - - -	53	Thomas Marshall (2) -	47	John Phillips - - -	41
John Brown - - -	49	Robert Chambers (2) -	45	George Young - - -	40
John Peat - - -	51	Robert Chambers (3) -	45	Arthur L. Burn - - -	41
John Watson - - -	49	Charles Chambers - -	46	Henry Young (2) - -	39
John L. Burn - - -	52	Robert M. Young - -	45	Joseph O. Moffat - -	39
William Purvis (1) - -	50	Thomas Bone - - -	46	John T. Cree - - -	32
Henry Stephenson - -	52	James Stephenson (2) -	44	Robert Burn - - -	39
Edward Purvis - - -	51	Philip Young - - -	43	Robert Pearson - - -	60
John H. Burn - - -	52	James Morton (2) - -	35	Robert Taylor - - -	63
Andrew Purvis (2) - -	52	Robert Phillips (2) - -	44	Andrew Taylor - - -	70
William Strachan - -	49	Thomas Young (2) - -	44	John Foster - - -	—
Richard B. Young - -	60	John Marshall - - -	43	James Jefferson - - -	64
John Bone (1) - - -	50	Jacob Harrison - - -	43	Bartholomew Taylor -	68
William Marshall (2) -	47	James Forster - - -	48	John Smith - - -	64
William Stephenson - -	51	William Purvis (2) - -	46	Joseph Robinson - - -	69
Joseph Watson - - -	45	David Young - - -	43	Lancelot Burn (2) - -	38
William Timmouth (2) -	55	Thomas S. Stephenson -	43	William M. Young - -	38
John C. Stephenson - -	48	Peter K. Stephenson -	43	James Young (3) - - -	—
Robert Young - - -	49	William O. Thurlbeck -	42	Robert Pickering - -	—
John Hutchinson - - -	49	Thomas C. Purvis - -	42	Robert Ramsey - - -	—
George T. Chambers - -	48	John Morton - - -	49	Anthony Hogg - - -	37
John Purvis (2) - - -	48	Benjamin Heron - - -	63	John Burn - - -	37
John Houlshby - - -	50	William Wright - - -	44	John S. Donkin - - -	36
John Wright - - -	51	William Young (2) - -	40	Lawrence Harrison - -	36
John Bone (2) - - -	51	James W. Mackey - -	43	Ralph Sloane - - -	—
Thomas Young (1) - - -	48	Jacob B. Hodgson - -	40	John Grieves (2) - -	—
Joseph Blair - - -	78	Thomas Reed - - -	48	John Donkin - - -	—
James Wright - - -	49	James Purvis (2) - -	40	Thomas Chambers - - -	—
Robert Purvis - - -	47	William Reed - - -	34		

Licensed to pilot Vessels into and out of Shields Harbour.

NAMES.	Ages.	NAMES.	Ages.
Matthew J. Lawson - -	81	Jacob Burn - - -	54
Henry Young (1) - - -	78		

Licensed to pilot Vessels down the River Tyne, from Scotswood Bridge to the Northumberland and the Tyne Docks

Henry Y. Dixon - - - - - aged 47

Masters of Home Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Richard Robinson - -	57	Robert Webster - - -	57	George M'Bain - - -	60
John Clark - - -	—	John W. Searle - - -	55	Alexander Linklater -	63
Alexander M. Walker -	58	Alexander Cay - - -	—	William Knott - - -	—
John Cracknell - - -	62	Robert Beacher - - -	46	Thomas H. Little - - -	—
Ralph Goundry - - -	48				

PORTS OF THE TYNE—*continued.*NAMES of PILOTS—*continued.*

NORTH SEA PILOTAGE DISTRICT

Licensed to pilot Vessels in the North Sea, outside the limits of any Pilotage Authority.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Isaac Wallis - - -	—	Thomas Bedlington - -	64	Richardson Swinhoe -	71
William Proctor - -	70	Robert Davison - - -	59	William Wilson Gourley -	61
Mark A. Hill - - -	67	Thomas Renno - - -	—	Stephen Bergen - - -	74
James Newton - - -	—	James Lewis - - -	—	William Cooper - - -	61
Thomas Todd - - -	69	William White - - -	—	Edward Rowe - - -	56
John Andrews - - -	62	James Dennison - - -	67	George Gunn - - -	65
John Humphrey - - -	73	William Meldrum - - -	69	John C. Woodall - - -	65
Henry Drake - - -	61	William Spence - - -	68	Robert Cowell - - -	—
W. F. Adams - - -	—	Robert Brotherton - -	62	Ralph Reaveley Main -	67
John Hodgeman - - -	66	William Scott - - -	57	Samuel Adamson - - -	50

SUMMARY of RETURNS as to PILOTS.

Number of Pilots holding General Licences - - -	155
Number of Sea Pilots - - -	3
Number of River Pilots - - -	1
Number of Masters of Passenger Ships - - -	13
Number of North Sea Pilots - - -	30

Aggregate Number . . . 202

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to River Tyne - -	5,801	6,891 6 5	2,465	3,464 8 11	3,760	3,630 8 11	12,026	13,986 4 3

(2.)—O U T W A R D S.

From River Tyne to Sea - -	4,187	6,293 4 3	3,916	7,326 12 9	2,928	3,705 17 7	11,031	17,325 14 7
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TOTAL NUMBER of BRITISH and FOREIGN
VESSELS Piloted into the Tyne.TOTAL NUMBER of BRITISH and FOREIGN
VESSELS Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.	VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.			£. s. d.
ENGLISH - - -	8,266	10,355 15 4	ENGLISH - - -	8,103	13,619 17 -
FOREIGN - - -	3,760	3,630 8 11	FOREIGN - - -	2,928	3,705 17 7
TOTAL - - -	12,026	13,986 4 3	TOTAL - - -	11,031	17,325 14 7

PORTS OF THE TYNE—*continued.*

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

PILOTAGE ACCOUNT for the Year ended 31st December 1889.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To gross amount of pilots' earnings received for—				By deductions from pilots' earnings, carried to General Pilotage Account	1,573	—	2
Inward pilotage - - -	13,986	4	3	By deductions from pilots' earnings, carried to Collection Account - -	181	4	11
Outward pilotage - - -	17,325	14	7	By deductions from pilots' earnings, carried to Boarding Account - -	867	8	7
				By net earnings paid to pilots - -	28,690	5	2
	£.	31,311	18 10		£.	31,311	18 10

GENERAL PILOTAGE ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last year's account - - - - -	25,534	7	3	By expenses of pilots' committee - -	20	1	—
To deductions from pilots' earnings, as per bye-law - - - - -	1,573	—	2	By printing and stationery - - -	22	4	5
To fees from pilots for renewal of licences - - - - -	124	—	—	By cleaning offices - - - - -	23	3	6
To fees from pilots for new licences - -	8	—	—	By rates and taxes - - - - -	15	6	11
To fees from masters of passenger ships for renewal of licences - - - - -	5	10	—	By repairs to property - - - - -	31	9	1
To fees from masters of passengers ships for new licences - - - - -	4	—	—	By law and other expenses - - -	42	14	4
To fees from pilots for licences to pilot boats - - - - -	9	5	—	By advertising - - - - -	22	6	—
To trustees of Tyne Life Boat Institution, rent of office, one year - -	2	—	—	By auditor for auditing 1888 accounts	5	5	—
To rents from property - - - - -	36	15	—	By auditor for auditing late collector's accounts - - - - -	1	1	—
To interest on monies invested - - -	989	19	8	By gratuity to Mr. Harrison, late collector - - - - -	10	—	—
To interest on temporary deposit with bankers - - - - -	—	13	8	By subscription to Ingham Infirmary, South Shields - - - - -	10	10	—
To returned income tax by Income Tax Commissioners, for year 1889 - -	27	4	7	By subscription to Newcastle Infirmary	5	5	—
	£.	28,314	15 4	By subscription to Tynemouth Infirmary - - - - -	5	—	—
				By subscription to North Shields Dispensary - - - - -	2	2	—
				By payments on account of new look-out house - - - - -	159	12	2
				By salaries - - - - -	491	5	—
				By miscellaneous expenses - - -	53	15	7
				By pensions and dona- { Pilots - 67			
				tions paid to - - { Widows - 66	1,793	5	—
				{ Orphans - 30			
					2,714	6	—
				By balance carried to next year's account - - - - -	25,600	9	4
	£.	28,314	15 4		£.	28,314	15 4

COLLECTION ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To deductions from pilots' earnings as per bye-law - - - - -	181	4	11	By printing and stationery - - -	13	7	3
				By collector's salary - - - - -	156	—	—
				By riverside expenses - - - - -	11	17	8
	£.	181	4 11		£.	181	4 11

PORTS OF THE TYNE—*continued.*ACCOUNT of all Monies received and expended by or on behalf of Pilots or Pilotage—*continued.*

BOARDING ACCOUNT.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last year's account - - - -	1,656 16 2	By assistants putting pilots on board vessels from steam tug - - -	39 7 -
To deductions from pilots' earnings as per bye-law - - - -	867 8 7	By steamer taking pilots to sea -	287 3 4
		By repairs to lifeboat - - -	4 19 7
			331 9 11
		By balance carried to next year's account - - - -	2,192 14 10
£.	2,524 4 9	£.	2,524 4 9

NORTH SEA PILOTAGE DISTRICT.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last year's account - - - -	15 12 11	By expenses of pilots' committee -	12 4 9
To fees for new licences - - -	13 - -	By balance carried to next year's account - - - -	16 8 2
£.	28 12 11	£.	28 12 11

BALANCE SHEET.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from general pilotage account - - - -	25,600 9 4	By cash in Messrs. Dale, Young, Nelson, & Co.'s Bank - - - -	1,669 12 4
To balance brought from boarding account - - - -	2,192 14 10	By invested with the River Tyne Improvement Commissioners - -	17,090 - -
To balance brought from North Sea Pilotage District account - -	16 8 2	By invested with the Tees Conservancy Commissioners - - - -	7,000 - -
To value of office buildings - - -	1,300 - -	By invested with the South Shields Corporation - - - -	600 - -
		By invested with the Stockton Corporation - - - -	1,000 - -
		By deposit with bankers - - -	100 - -
		By amount in hands of pilot superintendent for payment of pilotage dues - - - -	350 - -
		By amount paid for office buildings -	1,300 - -
£.	29,109 12 4	£.	29,109 12 4

Tyne Pilotage Commission Office, }
 11, Green's Place, South Shields, 17 April 1890. }

George Lyall, Secretary.

PORT OF NEWCASTLE-UPON-TYNE.

BYE-LAWS and RATES of PILOTAGE.

See p. 75 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Amble.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
George Robinson - -	78	Benjamin Matthews -	56	John William Anderson -	35
John Matthews - -	58	John Norman - -	63	John Matthews - -	36
Robert Matthews - -	61				

Alnmouth.

George Richardson - - - - - aged 55

Whitby.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Douglas - - -	72	Thomas Cass - - -	41	Henry Hobson - - -	60
Thomas Thompson - -	68	William George Douglas	46		

North Sunderland.

James Robson - - - - - aged 72 | William Cuthbertson - - - - - aged 51

Holy Island.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Beadnell - - -	65	Matthew Kyle - - -	55	William Lilburn - - -	53
Thomas Shell - - -	64	Thomas Cromarty - -	56	David Markwell - - -	47
Benjamin Kyle - - -	66	George Douglas - - -	65	Ezekiel Allison - - -	47
Thomas Kyle - - -	57	George Kyle - - -	45	John Walker - - -	43
William Wilson - - -	63	James Beadnell - - -	50	Ralph Wilson - - -	42
William Beadnell - -	55				

Blyth.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Redford - - -	69	Isaac George Scott - -	42	William Wood - - -	38
James Redford - - -	63	Thomas Hogg - - -	45	John Henry Brown - -	43
John Redford - - -	61	Thomas Biggs - - -	45	James Twizell - - -	50
William Redford - - -	48	Thomas Short - - -	45	William Mitchell - - -	37
John Dinsdale - - -	60	George Short - - -	45	John Southern - - -	41
Joseph Southern - - -	49				

PORT OF NEWCASTLE-UPON-TYNE—*continued.*NAMES OF PILOTS—*continued.**Seaham.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Rush Scott - -	44	John Bruce - - -	57	Ralph Dobson - - -	51
Charlton Dobson, jun. -	52	John Page Scott - -	36	Lionel Henry - - -	59
Richard Hudson - - -	45	James Mason Scott, sen.	58	Michael Scott, jun. -	56
Robert Ellemore - - -	49	Thomas Miller - - -	78	Thomas Ellemore Miller	44
Thomas Scott - - -	56	William Scott, sen. -	53	John Scott - - -	48
Thomas Dobson - - -	48	Thomas Rush - - -	41	George Marshall - - -	45
Frederick Quilter - -	50	Lionel Henry Harrison -	33	Henry Walker - - -	68
James Wild Ellemore -	65	Marley Scott, sen. -	71	Ralph Appleby - - -	56
George Harrison - - -	35	John Harrison - - -	41	Michael Scott, sen. -	58
John Marshall, jun. -	50	Marley Scott, jun. -	42	Robert Scott - - -	57
Francis Ellemore - -	38	William Scott, jun. -	52	George Scott - - -	50
James Marshall - - -	43				

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Seaham - - -	1,516	759 9 7	24	15 16 6	48	33 16 -	1,588	809 2 1
From Sea to Blyth - - -	550	398 5 -	326	243 15 3	518	364 16 10	1,394	1,006 17 1
From Sea to Holy Island - -	31	14 17 6	-	- - -	-	- - -	31	14 17 6
From Sea to Whitby - - -	92	49 - 3½	1	- 13 6	11	8 11 6	104	58 5 3½
From Sea to North Sunderland	22	11 11 -	-	- - -	3	1 19 -	25	13 10 -
From Sea to Amble - - -	259	154 17 -	13	9 1 -	174	101 18 6	446	265 16 6
From Sea to Alnmouth - - -	4	2 7 3	3	1 13 1½	-	- - -	7	4 - 4½
TOTAL - - -	2,474	1,390 7 7½	367	270 19 4½	754	511 1 10	3,595	2,172 8 10

(2.)—OUTWARDS.

From Seaham to Sea - - -	1,469	1,138 17 5	34	29 19 9	50	36 17 3	1,553	1,205 14 5
From Blyth to Sea - - -	277	284 11 8	590	648 11 9	531	530 13 10	1,398	1,463 17 3
From Holy Island to Sea - -	26	11 19 -	-	- - -	-	- - -	26	11 19 -
From Whitby to Sea - - -	58	27 16 9	-	- - -	10	4 12 9	68	32 9 6
From North Sunderland to Sea	8	3 11 3	3	1 18 3	3	1 16 -	14	7 5 6
From Amble to Sea - - -	243	223 16 -	25	24 12 6	174	150 14 6	442	399 3 -
From Alnmouth to Sea - - -	5	2 3 6	3	1 2 6	-	- - -	8	3 6 -
TOTAL - - -	2,086	1,692 15 7	655	706 4 9	768	724 14 4	3,509	3,123 14 8

Note.—The whole of the above amount is received by the pilots.

The sum for extra tonnage for vessels over 500 tons register, received at the Port of Blyth in 1889, amounts to 359*l.* 0*s.* 7½*d.*, which money is also received by the respective pilots.

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO and OUT of the above Ports.

VESSELS.	No. of Vessels.	Total Pilotage.	The Total Amount for Inwards and Outwards inclusive.
INWARDS :		£. s. d.	
British - - - - -	2,841	1,661 7 -	
Foreign - - - - -	754	511 1 10	
OUTWARDS :			
British - - - - -	2,741	2,399 - 4	
Foreign - - - - -	768	724 14 4	
TOTAL - - - - -	7,104	5,296 3 6	

PORT OF NEWCASTLE-UPON-TYNE—continued.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

S E A H A M.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	102 13 3	By amount paid for salaries of—	
To amount of fees received from applicants for pilots' licences -	2 - -	Secretary - - - - -	15 - -
To amount of fees received from applicants for renewals of pilots' licences -	35 15 -	Clerk - - - - -	4 5 -
To amount received as contribution to superannuation fund, and wives' fund	79 2 6	By amount paid for expenses of examinations of pilots - - - -	24 14 7
N.B.—Pilotage (2,014 l. 16 s. 6 d.) received and retained by the pilots themselves, and not by this authority.		By amount paid for stationery and postage - - - - -	4 10 -
To amount received from interest on current account - - - - -	5 3 2	By amount paid for pilot master's salary - - - - -	35 - -
£.	224 13 11	By amount paid for pilot master's expenses - - - - -	- 5 2
		By amount paid for pensions or superannuations of pilots - - - -	8 10 -
		By balance carried to next account -	132 9 2
		£.	224 13 11

B L Y T H.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	17 - -	By balance from last account - -	1,344 5 10
To amount received as contribution to superannuation fund and wives' fund	103 8 6	By amount paid for salaries of—	
N.B.—Pilotage (2,470 l. 14 s. 4 d.) received and retained by the pilots themselves, and not by this authority.		Secretary - - - - -	20 - -
To balance to next account - - -	1,292 6 6	Clerk - - - - -	4 7 9
£.	1,412 15 -	By amount paid for pilot master's salary - - - - -	13 6 8
		By amount paid for stationery, postage, &c. - - - - -	5 - -
		By amount paid for rent of office -	5 - -
		By amount paid for pensions or superannuations of pilots - - - -	20 14 9
		£.	1,412 15 -

A M B L E.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation fund, and wives' fund	39 10 6	By balance from last account - -	195 5 -
N.B.—Pilotage (664 l. 19 s. 6 d.) received and retained by the pilots themselves, and not by this authority.		By amount paid for salaries of—	
To balance to next account - - -	182 1 5	Secretary - - - - -	10 - -
£.	221 11 11	Clerk - - - - -	1 9 -
		By amount paid for expenses of examination of pilots - - - -	2 16 4
		By amount paid for pilot master's salary - - - - -	1 13 4
		By amount paid for stationery, postage, &c. - - - - -	3 10 -
		By interest on account current *	6 18 3
		£.	221 11 11

* The Board of Trade are informed by the Trinity House of Newcastle-upon-Tyne, that interest is no longer charged against the various pilot funds which are indebted to the Corporation, and that steps have already been taken towards placing such funds in a solvent position. See also accounts for Whitby, Holy Island, and North Sunderland.

PORT OF NEWCASTLE-UPON-TYNE—*continued.*ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage—*continued.*

W H I T B Y.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation fund, and wives' fund	4 11 6	By balance from last account - - -	541 10 10
<i>N.B.</i> —Pilotage (90 <i>l.</i> 14 <i>s.</i> 9 <i>d.</i>) received and retained by the pilots themselves, and not by this authority.		By amount paid for salary of clerk, proportion - - - - -	- 3 3
To balance to next account - - -	568 5 9	By amount paid for pilot master's salary - - - - -	10 - -
		By amount paid for postages - - -	- 2 6
		By interest on account current - - -	21 - 8
£.	572 17 3	£.	572 17 3

H O L Y I S L A N D.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	4 - -	By balance from last account - - -	246 11 10
To amount received as contribution to superannuation fund, and wives' fund	15 - -	By amount paid for salary of clerk, proportion - - - - -	- 3 7
<i>N.B.</i> —Pilotage (26 <i>l.</i> 16 <i>s.</i> 6 <i>d.</i>) received and retained by the pilots themselves, and not by this authority.		By amount paid for pilot master's salary - - - - -	3 6 8
To balance to next account - - -	254 17 3	By interest on account current - - -	9 10 2
£.	259 12 3	£.	259 12 3

N O R T H S U N D E R L A N D.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	- 19 10	By balance from last account - - -	444 10 4
To amount received as contribution to superannuation fund, and wives' fund	- 18 -	By amount paid for salary of clerk, proportion - - - - -	- 1 5
<i>N.B.</i> —Pilotage (28 <i>l.</i> 1 <i>s.</i> 11 <i>d.</i>) received and retained by the pilots themselves, and not by this authority.		By amount paid for pilot master's salary - - - - -	1 13 4
To balance to next account - - -	461 13 -	By interest on account current - - -	17 5 9
£.	463 10 10	£.	463 10 10

22 January 1899.

George Crawford, Secretary.

PORT OF BRISTOL.

REGULATIONS and RATES of PILOTS.

See p. 7 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ellis - - -	56	James Howard - - -	51	Jeremiah Berry - - -	51
William Hunt - - -	45	Edward J. Craddy - - -	45	Samuel Shepherd - - -	56
William Henry Gilmore - - -	59	John Smith - - -	62	Samuel Buck - - -	62
John S. Bailey - - -	65	Samuel S. Bailey - - -	55	Alfred Ray - - -	57
William Selway - - -	63	John Browne - - -	54	John Carey - - -	57
John Pains - - -	60	William Russell - - -	50	Thomas Carey - - -	65
Richard Case - - -	57	James William Buck - - -	68	William Thomas - - -	61
Edward Comerford - - -	59	George F. Dickens - - -	48	George Reed - - -	71
Joseph Hobbs Buck - - -	70	Edward Canby - - -	60	James Mitchell - - -	63
Charles Case - - -	59	Thomas Thayer - - -	44	Alfred C. Bailey - - -	56
Edwin Carcy - - -	55	John Thomas - - -	73	James Bailey - - -	51
John Adams - - -	64	Alfred Chesswell - - -	55	Sidney G. Thomas - - -	40
Edward Case - - -	45	Edward Rowland - - -	63	John Percival - - -	70

NAME OF APPRENTICE.—Arthnr James Gilmore Dickens, aged 18.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.		
	COASTERS.	OVERSEA.					
		Towed by Steam.		Towed by Steam.			
		No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.
From Lundy to Mumbles - - -	All Coasting Vessels free of Pilotage.	2	14 8 -	4	18 2 -	6	32 10 -
From Lundy to Bridgwater District - - -		2	8 2 6	-	-	2	8 2 6
From Lundy to Penarth - - -		11	81 6 6	29	164 15 6	40	246 2 -
From Lundy to Newport District - - -		2	14 12 6	3	17 4 9	5	31 17 3
From Lundy to Kingroad - - -		6	43 2 6	13	77 10 -	19	120 12 6
From Lundy to Bristol - - -		362	4,332 14 3	142	1,448 17 6	504	5,781 11 9
From Coombe to Penarth - - -		-	-	1	8 - -	1	8 - -
From Coombe to Kingroad - - -		-	-	1	4 9 6	1	4 9 6
From Coombe to Bristol - - -		27	223 7 3	9	68 6 3	36	291 13 6
From Minehead to Penarth - - -		1	1 15 -	-	-	1	1 15 -
From Minehead to King-road - - -		4	20 17 3	1	3 10 -	5	24 7 3
From Minehead to Bristol - - -		60	382 11 -	11	51 6 9	71	433 17 9
From Holmes to Bristol - - -		32	126 14 3	4	10 18 -	36	137 12 3
From Kingroad to Bristol - - -		91	215 - 1	17	41 8 -	108	256 8 1
TOTAL - - -	-	600	5,464 11 1	235	1,914 8 3	835	7,378 19 4

(2).—OUTWARDS.

From Bristol to Kingroad - - -	All Coasting Vessels free of Pilotage.	55	102 18 4	5	9 12 3	60	112 10 7
From Bristol to Newport District - - -		55	305 4 6	30	140 8 3	85	445 12 9
From Bristol to Penarth - - -		223	1,330 19 -	69	310 12 -	292	1,641 11 -
From Bristol to Holmes - - -		23	159 13 9	-	-	23	159 13 9
From Bristol to Mumbles - - -		72	551 1 3	8	49 16 -	80	600 17 9
From Bristol to Lundy - - -		127	1,332 7 3	64	619 - 3	191	1,951 7 6
From Kingroad to Lundy - - -		-	-	1	8 12 -	1	8 12 -
From Holmes to Lundy - - -		1	4 10 6	-	-	1	4 10 6
From Penarth to Nash - - -		-	-	1	1 5 -	1	1 5 -
From Penarth to Coombe - - -		-	-	1	2 10 -	1	2 10 -
TOTAL - - -	-	561	3,786 14 7	179	1,141 16 3	740	4,928 10 10

PORT OF BRISTOL—*continued.*ACCOUNT of all MONIES received by, or on behalf, of the PILOTS of the Port of *Bristol.*

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for masters' and mates' certificates - - - - -	17 17 -	By amount of fees paid to city treasurer	60 18 -
To amount of fees received from applicants for renewal of masters' and mates' certificates - - - - -	42 1 -	By amount paid by pilots in wages, &c.*	4,856 17 6
To gross amount received by pilots for inward pilotage - - - - -	7,378 19 4	By amount retained by the pilots -	7,450 12 8
To gross amount received by pilots for outward pilotage - - - - -	4,928 10 10		
£.	12,368 8 2	£.	12,368 8 2

* *Note.*—This amount is made up as follows :

	£. s. d.
Paid by the pilots to the crews of their skiffs - - - - -	2,770 5 3
Paid by the pilots for boats and men employed in assisting vessels up and down the River Avon, and into, and out of, Portishead Dock and Avonmouth Dock - - -	1,807 9 3
Paid by the pilots to the Haven Master for examining pilotage notes - - -	† 279 3 -
	£. 4,856 17 6

† The Board of Trade are informed by the Town Clerk that this sum of 279*l.* 3*s.* "is paid over to the Corporation, and goes towards the expenses of the Pilotage Authority."

RETURN of all MONIES received by or on behalf of the MAYOR, ALDERMEN, and BURGESSES of the City of *Bristol*, the Pilotage Authority of the Port of *Bristol*, in respect of the Pension or Superannuation Fund administered by or under the control of the said Authority, delivered to the Board of Trade, pursuant to the 337th Section of "The Merchant Shipping Act, 1854," and the 6th Section of "The Merchant Shipping (Pilotage) Act, 1889."

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance in hand on 1st January 1889	38 12 -	By amount paid for pensions to superannuated pilots - - - - -	189 2 -
To amount received for interest on investment in Bristol Corporation 3½ per Cent. Debenture Stock - - -	271 5 3	By amount paid to a pilot towards the expense of replacing his skiff - - -	25 - -
£.	309 17 3	By balance carried to next account -	95 15 3
		£.	309 17 3

29 April 1890.

Daniel Travers Burges, Town Clerk.

PORT OF PORT TALBOT.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 189 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ace - - -	65	William Evans - - -	62	John Davies - - -	42
James Southwood - - -	71	James Foley - - -	47	John S. Bevan - - -	34
John Snook - - -	61	William John - - -	45	John Thomas - - -	33
John Sutton - - -	62	Samuel Deeble - - -	48	Charles Rogers - - -	34
John Morcombe - - -	62	Walter Hare - - -	47		

AMOUNT received for PILOTAGE of VESSELS in 1889.

No Return.

PORT OF LLANELLY.

BYE-LAWS and RATES of PILOTAGE.

See p. 122 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Perrott - - -	60	William Richards - - -	58	Henry Hughes - - -	43
Thomas Perrott - - -	60	Richard Richards (1) - - -	56	John Richards - - -	37
David Thomas - - -	60	John Thomas - - -	51	David Charles - - -	46
Thomas Phillips - - -	60	David Williams - - -	49	Thomas Jenkins - - -	44
David Edwards - - -	66	Isaac Arnold - - -	49	Richard Richards (2) - - -	41
David Bonnell - - -	50	William Williams (2) - - -	49	John James - - -	38
William Williams (1) - - -	50	John Trebarne - - -	47	Thomas Davies - - -	41
Richard Arnold - - -	50	Richard Thomas - - -	48	Robert Richards - - -	38

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly -	1,079	1,315 16 9	125	152 15 7	3	6 16 10	54	66 - 2	1,261	1,541 9 4

(2.)—OUTWARDS.

From Llanelly to Sea -	988	£. s. d. 821 14 8	218	£. s. d. 181 4 3	2	£. s. d. 1 17 6	53	£. s. d. 44 1 1	1,261	£. s. d. 1,048 17 6
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Note.—No difference in the rates, whether towed or not.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,228 16 10	By amount paid for or in respect of pilot, boats, buoys, &c. - - -	2,960 11 4
To amount received as contribution to superannuation fund and wives' fund	218 15 6	By amount paid for pensions or superannuations:	
To gross amount { Inward pilotage -	1,541 9 4	Pilots - - - - -	74 4 -
received for { Outward pilotage -	1,048 17 6	Wives - - - - -	47 19 3
To amount received from other sources	*411 12 -	By balance carried to next account:	
		Superannuation fund - - - -	†925 6 10
		Boats and cutters - - - -	441 9 9
	£. 4,449 11 2		£. 4,449 11 2

* $7\frac{1}{2}$ per cent. upon pilotage towards maintenance of the pilot boats and cutters - - - - - £. s. d.
 194 5 6
 Amount received from vessels when boarded by or from the cutters, and boat money in accordance
 with duly authorised rates of payment - - - - - 217 6 6

£. 411 12 -

† £. 700 invested in harbour bonds at $3\frac{1}{2}$ per cent. interest, and a further investment will be made this year.

6 June 1890.

Aaron Stone, Collector.

PORT OF CHESTER.

BYE-LAWS and RATES of PILOTAGE.

See p. 82 of Parl. Paper, No. 154 of 1889. By Section 38 of "The Dee Conservancy Act, 1889" (52 & 53 Vict. c. clvi.), the jurisdiction of the River Dee Pilotage Trustees is transferred to the Dee Conservancy Board.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
George Hewitt - -	77	William Edwards - -	28	Robert Bennett - -	34
Edward Hewitt - -	43	John Edwards - -	41	Thomas Foulkes - -	43
Stephen Hewitt - -	42	John Bennett (1) - -	52	Humphrey Foulkes - -	34
Thomas Hewitt - -	27	John Bennett (2) - -	28	Joseph Foulkes - -	40
Robert Edwards - -	54	Benjamin Bennett - -	36	David Price - -	57
George Edwards - -	41				

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Chester, including intermediate distances.	345	£. s. d. 230 3 10½	369	£. s. d. 287 2 11	35	£. s. d. 222 5 5	749	£. s. d. 739 12 2½

(2.)—OUTWARDS.

From Chester to Sea, including intermediate distances.	345	230 3 10½	369	287 2 11	34	216 3 5	748	733 10 2½
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account	3 1 9	By amount paid for salary of secretary - - - - -	5 - -
To amount of fees received from applicants for pilots' licences -	16 - 3	By amount paid for salary of pilot master - - - - -	20 - -
To amount of fees received from applicants for masters and mates' certificates - - - - -	4 4 -	By amount paid for rent of offices, &c. - - - - -	5 - -
To amount received for fines and forfeitures from licensed pilots -	2 - -	By amount paid for or in respect of printing charts, &c. - -	5 12 9
To amount received as poundage contributed by pilots - - - - -	18 3 9	By balance carried to credit of law costs, <i>re</i> "Orion" pilotage -	7 17 -
£.	43 9 9	£.	43 9 9

24 June 1890.

Richard Williams, Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 16 of Parl. Paper, No. 154 of 1889.

NAMES OF PILOTS—Younger Brethren who are Branch Pilots.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Avery, Benjamin John - -	48	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Riga.
Abbott, William - - -	44	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Dantzic.
Bee, Benjamin David - -	54	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, and up to the Sound.
Binnington, Francis - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Dantzic.
Bromley, Thomas - - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Dantzic.
Barron, William - - -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Riga.
Bibbing, William - - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Blenkarn, John Charles -	40	From the Humber, northward, to Flamborough Head, Tynemouth Bar, eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Riga.
Bartlett, Mark - - -	42	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Cronstadt.
Curtis, John - - -	65	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Cronstadt.
Cawcutt, George - - -	59	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Cronstadt.
Chambers, William Henry -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattogat, the Sound, and Baltic, to Riga.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Dixon, Henry - - -	59	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to the Cronstadt.
Dunipace, Robert - - -	63	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; and southward, through Yarmouth Roads, and into the Downs.
Dossor, Frederick - - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzie.
Dyson, John - - -	60	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads, and into the Downs.
Dowse, Thomas Dandison -	40	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Dennison, Thomas Stevenson -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland, and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Edmonds, Anthony - - -	64	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Edwards, George - - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Forth, John Walter - - -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Gill, William Wordsworth -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Gordon, Andrew - - -	40	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Holyman, Thomas - - -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Harrison, Richard - - -	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Hadaway, William Woolley -	40	From the Humber, northward, to Flamborough Head, and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Johnson, Edward James -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzie.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Jenkins, John Henry - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Johnson, Thomas John - -	51	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Jones, Thomas Robert - -	37	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland, and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads.
Kelsey, Thomas - - -	50	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Kershaw, Frederick - -	37	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Kendrick, Joseph - - -	41	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Leggott, George - - -	53	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Lee, Thomas Ransom - -	56	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Leighton, Thomas William -	36	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Maycock, Joseph - - -	71	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
M'Kenzie, George William -	59	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Moore, Thomas - - -	49	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Martin, Thomas - - -	55	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Mills, James - - -	61	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Morgan, William - - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Monro, Alexander Richard -	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Morley, John - - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Martin, Daniel Brown - -	40	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Martin, Richard - - -	37	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Malet, James Hudson - -	40	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
North, William George - -	66	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Newman, William - - -	49	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads, and southward, through Yarmouth Roads, and into the Downs.
Owen, John - - - -	57	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Pinchon, William Glenford -	63	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Pepper, George - - -	40	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Pashby, Edwin Vokes - -	42	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Pearson, Arthur Henry -	35	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Potter, Richard - - -	38	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Robinson, Henry - - -	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Roach, Robert - - -	47	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Reed, George Richardson -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Robson, William Henry -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Smith, David Paxton - -	60	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzie.
Standidge, William - -	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Smith, Thomas - - -	49	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Stringer, John Todd - -	55	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Taylor, Joseph Whalley -	47	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Tholander, Oscar - - -	43	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzie.
Turney, Thomas Gray - -	35	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Vickerman, John Blissit -	62	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and from the Sound, through the Baltic, to Cronstadt.
Vickerman, William -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzie.
Watson, Robert - - -	43	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Walters, Nathan - - -	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Wing, Joseph - - -	43	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Weatherill, Thomas - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Wills, Jarvis William - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt; and southward, through Yarmouth Roads, and into the Downs.
Whitehouse, Benjamin - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Foreman, Henry John - -	58	From St. Edmund's Ness, on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads of Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and <i>vice versâ</i> .
Goodson, Joseph Henry - -	33	
Jones, James Joseph - -	36	
Smith, Henry John - -	46	

Along the East Coast to the Southward of the Humber.

Keall, John - - - -	61	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deep, as far as Blakeney.
Rowston, Solomon - -	55	
Upton, George - - -	56	
Wheater, Joseph - - -	70	

Along the East Coast to the Downs.

Shimman, Amos Samuel - -	64	From the Humber, southward, through Yarmouth Roads, and into the Downs.
Wright, Thomas - - -	55	

Along the East Coast, Northward, to Tynemouth Bar, and Southward, to the Downs.

Bartlett, Henry - - -	60	From the Humber, northward, to Flamborough Head and Tynemouth Bar; and southward, through Yarmouth Roads, and into the Downs.
Hick, Henry - - -	70	
Neal, Stephen - - -	52	
Speed, Robert - - -	49	
Wright, Thomas - - -	72	

Along the East Coast, Northward, to Leith Roads, and Southward, to the Downs and Nore.

Dines, Alfred - - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and, southward, through Yarmouth Roads, the Swin, and up to the Nore.
Manning, John Hiram - -	61	
Peat, Frederick - - -	58	

PILOTS appointed and licensed for the Port of Wisbech, in the County of Cambridge.

NAMES.	Ages.	Service for which Licensed.
Burton, Edwin - - -	37	Into and out of the Port of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said Town of Wisbech, inwards; and from and to all intermediate places between the said Town and the said Lower Roads.
Burton, James Henry - -	40	
Garner, John - - -	50	
Pilkington, Peter - - -	71	
Worley, William - - -	39	

PILOTS appointed and licensed for the Wash or Bay, called *Fosdyke Wash*, and the *River Welland*, in the County of Lincoln.

NAMES.	Ages.	Service for which Licensed.
Cope, Samuel - - -	65	Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deep called Boston Deep, so far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the said River Welland, in the town of Spalding.
Lineham, Thomas - - -	49	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*PILOTS appointed and licensed for the Port of *Goole*, in the County of *York*.

NAMES.	Ages.	Service for which Licensed.
Eyre, Henry - - -	37	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber, between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Gill, George - - -	51	
Garner, Thomas - - -	43	
Jackson, Joseph - - -	61	
Sharp, William - - -	39	

MASTERS and MATES to whom Certificates have been granted for the Port of *Goole*, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ayre, Charles - - -	51	Lowther, William - - -	46	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Armitage, John - - -	-	Lum'ey, Thomas Alfred - - -	32	
Atkinson, Edward Peter - - -	47	Lill, Frederick - - -	36	
Braham, Alfred - - -	32	Moore, George King - - -	30	
Broadhead, Alina - - -	29	Maltby, Francis - - -	42	
Barker, Robert - - -	27	Midgley, David - - -	54	
Cook, John - - -	55	Midgley, Joseph - - -	47	
Colbridge, Tom - - -	47	Newlove, Francis - - -	37	
Cottom, George - - -	54	Newlove, William - - -	33	
Coates, Joseph - - -	40	Powell, Charles - - -	51	
Calvert, George - - -	54	Prentice, William - - -	49	
Dimberline, William - - -	43	Prentice, Frederick - - -	44	
Drury, William - - -	40	Redford, Edward Duncan - - -	49	
Denby, William - - -	34	Spink, Frederick - - -	42	
Eyre, Joseph - - -	54	Sales, Thomas - - -	34	
Empson, Thomas - - -	47	Sherwood, Charles - - -	45	
Fielder, John - - -	46	Sherburn, William - - -	25	
Frank, William Brown - - -	36	Smith, John - - -	63	
Gravell, William - - -	63	Torr, William Henry - - -	35	
Ingleby, John - - -	59	Woodhead, Robert - - -	43	
Ibbetson, George - - -	41	Wadsworth, Samuel - - -	46	
Jordan, Henry - - -	47	Wormald, Samuel Holdridge - - -	34	
Kitwood, Thomas William - - -	51	Wake, George Henry - - -	35	
King, George James - - -	50	Woodhead, Thomas - - -	46	
Killenbeck, Thomas - - -	47	Watson, William - - -	57	

PILOT appointed and licensed for *Gainsborough*, in the County of *Lincoln*.

NAME.	Age.	Service for which Licensed.
Acaster, William - - -	50	Into and out of Gainsborough and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid, and a certain part of the River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.

MASTERS to whom Certificates have been granted for *Gainsborough* to Pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	Service for which Licensed.
Jackson, Joseph - - -	54	Into and out of Gainsborough, and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid, and a certain part of the River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Parkinson, Joseph - - -	45	
Rusling, William - - -	27	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

PORT OF HULL.

Pilots appointed and licensed for the *River Humber* under the Act 2 & 3 Will. 4, c. 125.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Bond, George - - -	40	Nicholson, Robert - - -	57	Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Blenkin, Martin - - -	62	Owbridge, John - - -	65	
Bond, Robert - - -	34	Oleson, Edmund - - -	35	
Bond, John Henry - - -	29	Parrott, Richard - - -	65	
Burns, George Cook - - -	29	Pearson, William - - -	49	
Collis, William - - -	56	Pearson, John - - -	43	
Calvert, Richard - - -	51	Pudney, John - - -	42	
Collins, Joseph - - -	36	Parrott, Fred - - -	25	
Collinson, Andrew - - -	29	Rowan, Thomas William - - -	61	
Duncan, John William - - -	28	Roberts, Edwin - - -	43	
Edwards, John William - - -	30	Rainforth, Stephen - - -	24	
Edmondson, John Taylor - - -	24	Shay, William - - -	58	
Frazer, Robert William - - -	37	Stocks, Frederick - - -	37	
Good, Thomas William - - -	44	Stocks, Thomas - - -	32	
Godfrey, John Samuel - - -	38	Sampson, William - - -	44	
Gould, George - - -	35	Spence, James Thomas - - -	50	
Hume, William - - -	53	Smith, William Bonnor - - -	29	
Harrison, Walter - - -	31	Stanford, George William - - -	50	
Harvey, Edward Morey - - -	30	Sykes, John - - -	32	
Jenneson, Joseph - - -	62	Shores, Thomas Waite - - -	24	
Jordan, John William - - -	38	Thompson, William Cockrill - - -	54	
Ives, Albert Edward Bloom - - -	25	Thompson, William - - -	57	
Jenkinson, Stanley James - - -	24	Todd, Edward - - -	33	
Liversedge, William - - -	54	Todd, James Dawson - - -	25	
Lewis, William Robert - - -	32	Wilkin, John - - -	54	
Lofley, John William - - -	41	Wallace, William Henry - - -	47	
Lee, William Robert - - -	25	Wilkin, George - - -	46	
Mundey, Edward - - -	43	Wilson, Thomas Henry - - -	31	
Mearns, William Straton - - -	66	White, Charles, jun. - - -	39	
Marshall, Charles Alexander - - -	26	Ward, Edward Peaker - - -	95	

APPRENTICES to the *Humber* Pilotage Service.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Blanchard, Walter Skelton - - -	20	Gash, Walter Edwin - - -	19	Metcalfe, Edward - - -	16
Brown, Charles - - -	15	Gibson, George William - - -	16	Monday, Richard Henry - - -	19
Bolton, Charles - - -	17	Guzzwell, Isaac Dunning - - -	17	Morley, Charles - - -	21
Carmichael, William Andrew - - -	19	Hallat, Thomas Herbert - - -	16	Noble, Christopher - - -	16
Cawcutt, Albert Edwin - - -	17	Jackson, George Samuel - - -	17	Riall, George - - -	18
Dukes, William - - -	18	Jackson, William Leonard - - -	17	Watterworth, Frank Kelsey - - -	15
Edmondson, Thomas Henry - - -	16	Marshall Allan Watt - - -	17		

Pilots appointed and licensed for the *River Humber*, under the Acts 2 & 3 Will. 4, c. 104, and 12 & 13 Vict. c. 81.

NAMES.	Ages.	Service for which Licensed.
Cross, Henry - - -	40	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Calvert, John - - -	67	
Clark, Edwin - - -	53	
Carr, William - - -	47	
Richardson, Isaac - - -	48	
Richardson, Robert - - -	41	
Rea, John - - -	58	
Stubbs, William Henry - - -	26	
Thompson, Charles - - -	28	
White, George Henry - - -	37	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*PORT OF HULL—*continued.*

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

NAMES.	Ages	NAMES.	Ages	Service for which Licensed.
Atkinson, Edward Peter	47	Hendry, John Henry	58	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook
Allen, Thomas	48	Harrison, Richard	56	
Arnold, Richard Dyer	45	Helyer, Giles	36	
Ayre, Charles	51	Hewett, Henry	56	
Bee, Benjamin David	54	Hayes, Richard	48	
Barron, William	54	Johnson, Edward James	52	
Bartlett, Thomas John	45	Ingleby, John	59	
Bone, William Lewis	53	Johnson, George Thomas	36	
Bayes, Richard	59	Ibbetson, George	39	
Braham, Alfred	32	Jones, Robert Thomas	36	
Belding, Henry John	37	Johnson, Charles	45	
Boyes, Frederick Bryan	30	Joss, William	50	
Bullard, Thomas Pearson	41	Johnson, John Alexander	37	
Bower, William Lister	25	Jowers, Joseph	53	
Bartlett, Mark	41	Jarratt, John	60	
Broadhead, Alma	29	Jordan, Henry	47	
Bearpark, Frederick William	34	Jewitt, Thomas	54	
Chambers, William Henry	44	Jay, James Thomas	49	
Colbridge, William	46	Jones, George Henry	28	
Colbridge, Tom	47	Kendrick, Joseph	41	
Coates, Joseph	40	Kelsey, Thomas	50	
Campbell, Thomas	33	Kelsey, Charles James	36	
Cherry, George	56	Kitwood, Thomas William	51	
Cross, John	41	King, George James	50	
Cook, John	55	Lawson, Charles	34	
Coward, John William	30	Linklater, Andrew	62	
Cottam, George	54	Lumley, Thomas Alfred	32	
Cotton, Elmar Jonathan	25	Lowther, William	46	
Cuthbert, Alexander Nichol	38	Lawson, Robert	35	
Calvert, George	54	Leighton, Thomas William	36	
Coubrick, Charles	29	Laing, James	62	
Dossor, Frederick	53	Leggott, George	53	
Dowse, Thomas Dandison	40	Leach, George Clark	43	
Dennison, Thomas Stephenson	52	Lee, Richard	30	
Drury, William	40	Mason, Edward	35	
Denby, William	34	Marler, George	43	
Eyre, Joseph	54	Moore, Charles	39	
Empson, Thomas	47	Moore, Thomas	50	
Elliott, Edmund	38	Magee, William	37	
Edwards, George	50	Moore, George King	30	
Frank, Samuel	41	Morley, John	49	
Fielder, John	46	Midgley, David	54	
Fulcher, Ernest Robert Chaplin	32	Meilor, George Robert	29	
Ferris, Henry George	46	Monro, Alexander Richard	48	
Frank, William Brown	36	Morgan, William	49	
Gravell, William	63	Marshall, William Brocksope	35	
Goodworth, Richard	31	Maltby, Francis	42	
Gordon, Andrew	40	Moore, Thomas Edward	30	
Gill, Edwin	44	Mason, William	30	
Green, Thomas William	42	M'Intosh, Robert	50	
Hall, Thomas	52	M'Crum, Robert Henry	38	
Holyman, Thomas	54	M'Innes, William	50	
Howlett, Edmund William	46	Neill, Robert Rowley	48	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*PORT OF HULL—*continued.*

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber Pilots—continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Newlove, Francis - - -	37	Snowden, William - - -	45	Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
North, William George - -	66	Thorp, Henry Octavius - -	32	
Newlove, William - - -	33	Todd, William Henry - - -	34	
Owen, John - - - - -	58	Tholander, Oscar - - - -	48	
Packman, William - - -	61	Taylor, Joseph Whalley - -	47	
Powell, Charles - - - -	51	Turnbull, Robert Coulson -	35	
Peters, Arthur Reed - - -	38	Taunton, Thomas Francis -	46	
Pepper, George - - - -	40	Turner, Charles - - - -	54	
Penligen, William Henry -	40	Tether, Richard - - - -	63	
Potter, Thomas - - - -	44	Turney, William Massiah -	31	
Pearson, Arthur Henry - -	35	Turney, Thomas Gray - - -	35	
Pearson, Henry Wallace - -	37	Usher, William Courdukes -	36	
Rawson, Charles - - - -	48	Usher, James Wood - - - -	33	
Rayner, John William - - -	42	Vickerman, William - - - -	46	
Reed, George Richardson - -	45	Wake, George Henry - - - -	35	
Redford, Edward Duncan - -	49	Watson, Robert - - - -	43	
Roach, Robert - - - - -	46	Wormald, Samuel Holdridge	34	
Rockett, Henry - - - - -	35	Wright, Andrew - - - - -	50	
Rank, Thomas William - - -	32	Wilkinson, Thomas Matthew	62	
Roed, Richard Cammell - - -	33	Wills, Jarvis William - - -	46	
Renouf, George Francis - - -	29	Webb, James - - - - -	51	
Smith, John Henry - - - -	43	Wadsworth, Samuel - - - -	46	
Scarr, George - - - - -	40	Woodhead, Robert - - - -	43	
Smith, Thomas - - - - -	48	Woodhead, Thomas - - - -	46	
Smith, Peter Leslie - - - -	38	Wheeler, Alfred - - - - -	50	
Small, John - - - - -	44	White, Andrew - - - - -	49	
Snowden, James - - - - -	63	White, Henry - - - - -	50	
Sawyer, John Brown - - - -	51	Wood, William - - - - -	50	
Spink, Frederick - - - - -	42	Wood, John William Henry	43	
Sherwood, Charles - - - -	45	Whitehouse, Benjamin - - -	49	
Smith, Charles - - - - -	36	Whitton, William - - - -	39	
Standidge, William - - - -	45	Wood, George Edmund - - -	26	
Smart, William Francis - - -	41	Walters, Nathan - - - - -	48	
Sales, Thomas - - - - -	35	Williams, Aubrey - - - - -	34	
Stringer, John Todd - - - -	46	Wilkin, John - - - - -	57	
Seaton, William Platt - - -	49	Wells, Joseph Henry - - - -	34	
Smith, John - - - - -	63	Webster, Reuben Lee - - - -	37	

PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Blenkin, Martin - - - -	62	Edwards, John William - -	30	Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull.
Bond, George - - - - -	40	Edmondson, John Taylor - -	24	
Bond, Robert - - - - -	34	Frazer, Robert William - -	37	
Bond, John Henry - - - -	29	Good, Thomas William - - -	44	
Burns, George Cook - - - -	29	Gould, George - - - - -	35	
Calvert, John - - - - -	67	Godfrey, John Samuel - - -	38	
Clark, Edwin - - - - -	53	Hume, William - - - - -	53	
Carr, William - - - - -	46	Harrison, Walter - - - - -	31	
Cross, Henry - - - - -	40	Harvey, Edward Morey - - -	30	
Collins, Joseph - - - - -	36	Jenneson, Joseph - - - - -	62	
Collinson, Andrew - - - -	29	Jordan, John William - - -	33	
Duncan, John William - - -	28			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*PORT OF HULL—*continued.*PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*—*continued.*

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ives, Albert Edward Bloom -	25	Rainforth, Stephen - -	24	Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull.
Jenkinson, Stanley James -	24	Sampson, William - -	44	
Liversedge, William -	54	Stocks, Frederick - -	37	
Lofey, John William -	41	Spence, James Thomas -	50	
Lewis, William Robert -	32	Stanford, George William -	50	
Lee, William Robert -	25	Stocks, Thomas - -	32	
Mundey, Edward - -	43	Smith, William Bonnor -	29	
Marshall, Charles Alexander -	26	Stubbs, William Henry -	26	
Nicholson, Robert - -	57	Sykes, John - -	32	
Owbridge, John - -	65	Shores, Thomas Waite -	24	
Oleson, Edward - -	35	Thompson, William - -	57	
Pearson, William - -	49	Todd, Edward - -	33	
Parrott, Richard - -	65	Todd, James Dawson - -	25	
Pudney, John - -	42	Thompson, Charles - -	28	
Pearson, John - -	43	Wilkin, John - -	54	
Parrott, Fred - -	25	Wallace, William Henry -	47	
Richardson, Isaac - -	48	White, Charles (the younger)	39	
Rea, John - -	58	Wilson, Thomas Henry -	31	
Roberts, Edwin - -	43	White, George Henry -	37	
Richardson, Robert - -	41	Ward, Edward Peaker - -	25	

MASTERS to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	Service for which Licensed.
Fulstow, George - -	46	Into and out of New Holland, in the county of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the port of Kingston-upon-Hull, and also into and out of the said port of Kingston-upon-Hull.
Houghton, Joseph - -	52	
Rushforth, Joseph - -	60	
Wells, Richmond - -	37	

MASTERS to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Butts, Thomas - -	60	Le Roux, Charles - -	46	Into and out of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Bee, Alfred - -	47	Miller, Thomas - -	50	
Brown, Frederick - -	40	Miller, Samuel - -	49	
Bacon, Joseph - -	41	Miller, Charles Augustus -	54	
Bradfield, Samuel Bartlett -	56	Petterson, John - -	49	
Crispey, Walter Tenant -	38	Russell, Thomas - -	49	
Godard, Francois - -	41	Rutter, Edward - -	57	
Green, Thomas William -	47	Seaton, William Pratt -	50	
Hollingsworth, Alfred -	46	Vasselin, Georges Paul -	32	
Howell, William - -	44	Whiten, Isaac - -	37	
Jowers, Joseph - -	54			

MASTER to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, under the Act 17 & 18 Vict. c. 104.

NAME.	Age.	Service for which Licensed.
Grice, Benjamin John - -	43	Into and out of the port of Kingston-upon-Hull, and of the port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber between the said port of Kingston-upon-Hull and the said port of Great Grimsby.

RATES of PILOTAGE.

See pages 19, 21, 25 and 36-39 of Parl. Paper, No. 154, of 1890.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads -	6	£. s. d. 4 14 6	2	£. s. d. 1 13 5	3	£. s. d. 6 6 3	2	£. s. d. 2 3 4	-	£. s. d. - - -	-	£. s. d. - - -	5	£. s. d. 9 17 -	1	£. s. d. 1 13 10	19	£. s. d. 26 8 4
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull -	153	£. s. d. 235 1 5	58	£. s. d. 74 12 6	859	£. s. d. 3,759 4 6	72	£. s. d. 134 14 8	-	£. s. d. - - -	-	£. s. d. - - -	961	£. s. d. 3,285 10 -	26	£. s. d. 49 3 4	2,129	£. s. d. 7,538 12 5
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull -	5	£. s. d. 5 17 -	-	£. s. d. - - -	17	£. s. d. 58 4 4	1	£. s. d. 1 14 8	-	£. s. d. - - -	-	£. s. d. - - -	46	£. s. d. 117 12 -	2	£. s. d. 2 5 4	71	£. s. d. 185 13 4
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull -	2	£. s. d. 2 4 8	1	£. s. d. 1 - 2	16	£. s. d. 40 6 9	7	£. s. d. 10 - 8	-	£. s. d. - - -	-	£. s. d. - - -	32	£. s. d. 69 19 6	7	£. s. d. 8 3 4	65	£. s. d. 131 15 1
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull -	8	£. s. d. 5 3 3	3	£. s. d. 2 1 11	14	£. s. d. 24 11 8	3	£. s. d. 2 5 -	-	£. s. d. - - -	-	£. s. d. - - -	35	£. s. d. 60 9 3	1	£. s. d. - 11 8	64	£. s. d. 95 2 9
Tidesworks, Attendances, &c. -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. 219 9 7
TOTAL - - -	174	£. s. d. 253 - 10	64	£. s. d. 79 8 -	909	£. s. d. 3,888 13 6	85	£. s. d. 150 18 4	-	£. s. d. - - -	-	£. s. d. - - -	1,079	£. s. d. 3,543 13 9	37	£. s. d. 61 17 6	2,348	£. s. d. 8,197 1 6

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	252	738 14 4

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks -	8	£. s. d. 7 7 -	-	£. s. d. - - -	168	£. s. d. 483 13 9	41	£. s. d. 52 12 4	-	£. s. d. - - -	437	£. s. d. 1,045 7 7	196	£. s. d. 139 4 10	760	£. s. d. 1,722 5 6
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks -	3	£. s. d. 1 18 3	-	£. s. d. - - -	14	£. s. d. 28 12 6	6	£. s. d. 5 13 4	-	£. s. d. - - -	24	£. s. d. 44 - -	3	£. s. d. 3 2 3	50	£. s. d. 83 6 4
From the Spurn High Lighthouse bearing north-east to the Grimsby Docks -	4	£. s. d. 2 10 -	-	£. s. d. - - -	13	£. s. d. 19 19 1	2	£. s. d. 1 14 9	-	£. s. d. - - -	17	£. s. d. 24 3 6	1	£. s. d. 1 - -	37	£. s. d. 49 7 4
Tidesworks, Attendances, &c. -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. 34 5 6
TOTAL - - -	15	£. s. d. 11 15 3	-	£. s. d. - - -	195	£. s. d. 532 5 4	49	£. s. d. 60 - 5	-	£. s. d. - - -	478	£. s. d. 1,113 11 1	110	£. s. d. 137 7 1	847	£. s. d. 1,890 4 8

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

PORT OF HULL—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimling- ton bears west-south- west to the northward of Kilnsea North Cliff -	-	£ s. d.	-	£ s. d.	3	£ s. d.	1	£ s. d.	-	£ s. d.	-	£ s. d.	4	£ s. d.	-	£ s. d.	8	£ s. d.
From the Port of King- ston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Float- ing Light Vessel at the entrance of the River Humber - - -	188	251 - -	29	27 14 6	442	1,521 16 -	402	739 14 -	11	12 7 -	-	- - -	819	2,323 13 4	194	282 6 8	2,145	5,158 11 6
From New Holland to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Float- ing Light Vessel at the entrance of the River Humber - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	38	93 12 -	2	3 9 8	40	97 1 8
From the Port of King- ston-upon-Hull to the Spurn High Lighthouse bearing north-east -	4	3 4 9	-	- - -	5	9 - 3	36	49 5 10	-	- - -	-	- - -	10	15 19 6	69	79 6 8	124	156 17 -
Tidesworks, Attendances, &c. - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	46 1 5
TOTAL - - -	192	254 4 9	29	27 14 6	450	1,534 2 9	499	789 15 10	11	12 7 -	-	- - -	871	2,439 8 10	265	365 3 -	2,317	5,468 18 1

Vessels from Ports and Places above Hull changing at Hull.

Number of Vessels.

Amount of Pilotage below Hull.

Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -

230

£. s. d.
474 19 3

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber -	12	12 4 -	-	- - -	125	319 7 -	115	154 9 8	-	- - -	-	- - -	571	1,278 8 -	69	110 - -	912	1,874 8 8
Tidesworks, Attendances, &c. -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	14 18 -
TOTAL - - -	12	12 4 -	-	- - -	125	319 7 -	115	154 9 8	-	- - -	-	- - -	571	1,278 8 -	69	110 - -	912	1,889 6 8

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

GOOLE.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole - -	133	121 9 2	100	124 5 3	124	174 12 11	357	420 7 4
(2.)—OUTWARDS.								
From Goole to Hull Roads - -	153	177 19 4	62	74 12 8	123	154 4 10	338	406 16 10

GAINSBOROUGH.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Towed by Steam.	
	No.	Amount.
		£. s. d.
From Hull Roads to Places above Keadby - - -	6	5 2 8
(2.)—OUTWARDS.		
From Places above Keadby to Hull Roads - - -	8	9 6 8

WISBECH.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge - - -	39	38 2 4½	13	17 18 7½	52	56 1 -
From the Lower Roads at Sea to Wisbech - - -	51	78 14 3½	43	81 12 11	94	160 7 2½
For extra Pilotage above the Cross Keys Bridge -	2	1 6 8	2	1 - -	4	2 6 8
TOTAL - - -	92	118 3 4	58	100 11 6½	150	218 14 10½
(2.)—OUTWARDS.						
From the Cross Keys Bridge to the Lower Roads at Sea - - -	31	23 3 9	12	9 13 -	43	32 16 9
From Wisbech to the Lower Roads at Sea - - -	50	61 6 2½	45	79 7 7½	95	140 13 10
From Wisbech to the Cross Keys Bridge - - -	2	1 2 2	-	- - -	2	1 2 2
TOTAL - - -	83	85 12 1½	57	89 - 7½	140	174 12 9

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

SPALDING.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge.	149	74 11 4	-	nil	-	nil	149	74 11 4

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway.	30	12 19 3	-	nil	-	nil	30	12 19 3
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RIVER HUMBER.

AMOUNT received for PILOTAGE of VESSELS in 1889.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
				£. s. d.		£. s. d.		£. s. d.
From Lynn Deepes to Sutton - - - -	-	-	1	5 4 -	-	-	1	5 4 -
From Boston Deepes to Skegness - - -	-	-	1	4 14 6	1	6 6 -	2	11 - 6
From Winterton Ness to Lower Roads of Lynn -	-	-	1	5 15 6	-	-	1	5 15 6
Intermediate distances within the limits mentioned	-	-	1	2 - -	1	1 10 -	2	3 10 -
TOTAL - - -	-	-	4	17 14 -	2	7 16 -	6	25 10 -

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs - - - -	-	-	105	732 6 9	49	304 6 11	154	1,094 13 8
From the Humber to the Nore - - - -	-	-	13	66 15 1	1	4 8 -	14	71 3 1
From the Humber, or the Northness of Dimlington, bearing west, to Boston Deepes.	-	-	3	20 4 -	20	111 16 -	23	132 - -
From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deepes.	-	-	6	41 3 -	21	120 16 -	27	161 19 -
From the Humber to Stockton - - - -	-	-	1	2 8 9	-	-	1	2 8 9
From the Humber to Sunderland - - - -	-	-	-	-	2	7 16 4	2	7 16 4
From the Humber to Shields - - - -	-	-	1	3 - -	-	-	1	3 - -
From Sutton to Boston Deepes - - - -	-	-	3	18 - 6	2	11 14 6	5	29 15 -
From Sutton to Lynn Deepes - - - -	-	-	3	20 14 -	1	4 14 6	4	25 8 6
From Skegness to Boston Deepes - - - -	-	-	2	10 4 -	3	9 18 -	5	20 2 -
From Skegness to Lynn Deepes - - - -	-	-	1	6 3 -	-	-	1	6 3 -
Intermediate distances within the limits above mentioned.	1	3 19 9	6	16 6 -	5	9 19 3	12	30 5 -
TOTAL - - -	1	3 19 9	144	937 5 1	104	645 9 6	249	1,586 14 4

RETURNS RELATING TO PILOTS AND PILOTAGE.

ACCOUNT of the RECEIPTS and EXPENDITURE of all MONIES received by or on behalf of the Commissioners acting under the *Humber* Pilot Act in respect of PILOTS and PILOTAGE.

PILOTAGE ACCOUNTS for the Year ended 31st December 1889.

Year ended 31st Dec. 1888.		£. s. d.		£. s. d.		Year ended 31st Dec. 1888.		Cr.		£. s. d.		£. s. d.	
Dr.		£. s. d.		£. s. d.		£. s. d.		By Pilots and Cutters :		£. s. d.		£. s. d.	
To Balance 31st December 1888		- 5 7		- 5 9		11,855 18 11		Pilots		- - -		13,552 13 7	
Less,—Error in calculation of money, December 1888		-		- 6 6		1,886 3 2		Cutters		- - -		2,068 4 2	
To Pilotage :		-		-		-		By Apprentices :		-		-	
Hull—Inward		-		-		-		Salaries and board wages		-		-	
" Outward		-		-		-		Victuals		-		-	
Grimsby—Inward		-		-		-		By Sandries :		-		-	
" Outward		-		-		-		Oil		-		-	
Goole—Inward		-		-		-		Bout and tug hire		-		-	
" Outward		-		-		-		Railway fares		-		-	
Tideswork, &c.—Inward		-		-		-		Gangway, new trolley at Grimsby		-		-	
" Outward		-		-		-		Gratuities to captains of Lynn and Grimsby steamers		-		-	
Less,—Overcharges refunded		-		-		-		Receipt stamps		-		-	
To Letter money		-		-		-		Medical examination of apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Commissions, &c. :		-		-	
Inward		-		-		-		Grimsby		-		-	
Outward		-		-		-		Goole		-		-	
Letter money		-		-		-		Ditto, incidentals		-		-	
By Balance undivided, carried to January 1890, viz. :		-		-		-		By Pilots' contributions to superannuated pilots		-		-	
Pilotage		-		-		-		By Pilot cutters' - - ditto		-		-	
Letter money		-		-		-		By Pilots, Cutters, and Apprentices for Letter Money :		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		Pilots		-		-	
Inward		-		-		-		Cutters		-		-	
Outward		-		-		-		Apprentices		-		-	
Letter money		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-		-		-		Apprentices		-		-	
By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-		-		By Office Commission, 2½ per Cent., as per Humber Pilot Act :		-		-	
Inward		-		-		-		Pilots		-		-	
Outward		-		-		-		Cutters		-		-	
Letter money		-											

COMMISSIONERS' FUND ACCOUNT for the Year ended 31st December 1889.

INCOME.			EXPENDITURE.		
Year ended 31st Dec. 1888.	£.	s. d.	Year ended 31st Dec. 1888.	£.	s. d.
<i>Dr.</i>			<i>Cr.</i>		
To Commission received on—	227	4 7	By Allowance to supernumerated pilots	-	-
Pilotage—Inward	156	15 5	<i>Less</i> ,—Contributed by pilots and cutters	-	-
Outward	2	18 1		255	15 6
Letter money	-	-	By Allowances to pilots' widows	-	-
	-	-	By Salaries and office cleaning &c.	-	-
To Receipts for pilots' licences	233	2 -	<i>Less</i> ,—Ballast masters' salary, as below	-	-
To Surfrance rent of window light	-	-		305	17 1
To Fines, pilots'—	7	-		21	5 -
	-	-	By Auditors' fee, one year to 31st December 1888	-	-
	627	1 1	By Solicitors' charges, General, to 31st December 1889	176	7 8
To Ballast Account:			By Rates and taxes	30	17 8
Fines received on ballast returned: 121 tons at 3d.	6	-	By Coals, gas, and firewood	21	7 7
Entry fees: 205 at 1s.	9	16 -	By Sufferance rent of chimney stay	-	1 -
Fees on lighters transferred	5	-	By Repairs and renewals to house and office	7	15 10
Fees on inspection of lighters	5	17 6	By Sundries, including stationery, printing, stamps, advertising, and insurance	60	15 7
Surplus ballast	12	8 7½	By Clerk's expenses to London re Select Committee on Pilotage	4	5 -
Profit charged on ballast: 30,268 tons at ½d.	61	13 1	By Chairman's expenses to London re Select Committee on Pilotage, 1888, and Hull Dock Company's Bill, 1889	-	-
	95	- 2½	By London Parliamentary Agents' charges re Hull Dock Company's Bill, 1889	12	16 -
<i>Less</i> ,—58 tons over delivered at 1s. 7½d.	-	-	By Chairman's, Clerk's, and Pilots' expenses to London re Bond v. Leetham	26	11 4
	-	-	By E. S. Wilson and Sons, Solicitor's charges	30	7 -
To Income from Accumulated Fund:			By Travelling expenses of the "Commodore" and "Smurthwaite," inspecting yachts	11	1 8
Income from "Gertrude"	571	8 -		17	15 -
<i>Less</i> ,—Payments	249	- 2	By Ballast master's salary	1,025	18 2
	322	7 10		27	10 -
<i>Less</i> ,—Depreciation	50	-		-	-
Income on 600 L. 4 per Cent. Debenture Stock of the Hull Dock Company, one year's interest to 30th September 1889, less tax	272	7 10		19	14 5
Income on 2,000 L. Hull Corporation 4 per Cent. Debenture Stock, one year's interest to 31st December 1889, less tax	23	8 -		40	-
Income on 473 L. Great Eastern Railway 4 per Cent. Debenture Stock, formerly 400 L. 5 per Cent. B. Debenture Stock, one year's dividend to 31st December 1889, less tax	78	-		1,059	14 4
	18	8 -		85	5 5
	130	18 1½	By Commission on banking account	-	-
	£. 1,059	14 4	By Balance carried down	-	-
	-	-		1,154	9 10
To Balance	-	-		£.	-
To Balance brought down	-	-		85	5 5

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

BALANCES, 31st December 1889.

Year ended 31st Dec. 1886.	£. s. d.	Year ended 31st Dec. 1888.	£. s. d.	Year ended 31st Dec. 1889.	£. s. d.	£. s. d.
To Pilots and Cutters: Proportion of December pilotage payable in January 1890 Receipt stamps charged, for use in December Balance of undivided pilotage	1,258 8 9 - 6 3 - 2 1	81 18 11 296 6 6 70 4 2	1,258 8 9 - 6 3 - 2 1	81 18 11 296 6 6 70 4 2	By Debits due to the Commissioners for Pilotage, &c.:— Hull Grimsby Goole	57 13 6 300 5 - 122 10 6
<i>Less</i> ,—Share of Cutter "Gertrude"	1,258 17 1 47 11 4	1,258 17 1 47 11 4	1,258 17 1 47 11 4	1,258 17 1 47 11 4	By Dividends due on Great Eastern Railway and Hull Corporation Stock, to 31st December 1889	480 9 -
To Pilots, Cutters, and Apprentices: Proportion of three months' letters, payable in January 1890 Balance undivided	31 10 6 - 8 1	101 13 1 1,330 16 2	31 10 6 - 8 1	101 13 1 1,330 16 2	By Cash in hands of the clerk By Cash at bankers	48 4 - 88 1 2½ 1,389 8 5
<i>Less</i> ,—Share of Cutter "Gertrude"	31 13 7 - 13 -	31 - 7 22 10 - 10 3 -	31 13 7 - 13 -	31 - 7 22 10 - 10 3 -	By Investments of Accumulated Fund: Pilot offices and Commodore's residence Pilot cutter "Gertrude," purchased 15th November 1887, as at 31st December 1888	2,000 - - 844 12 8
To Superannuated pilots, due to them To Pilots' widows, due to them	- - - - - -	2,000 - - 844 12 8	- - - - - -	2,000 - - 844 12 8	£. 2,000 Hull Corporation 4 per Cent. Debenture Stock, cost September 1879 £. 600 Hull Dock Company 4 per Cent. Debenture Stock, cost May 1881	2,000 - - 615 18 6
To Ballast Lighters: For 787 tons ballast delivered in December, at 1s. 7½ d. per ton To Grimsby collector, commission on December pilotage, &c. To Goole collector, commission on December pilotage, &c.	48 2 - 7 13 4 2 - -	2,000 - - 615 18 6 507 3 -	48 2 - 7 13 4 2 - -	2,000 - - 615 18 6 507 3 -	£. 472 Great Eastern Railway 4 per Cent. Debenture Stock, formerly £. 400 3 per Cent. B. Debenture Stock, cost April 1885	507 3 -
To Sundry Creditors: Office and house repairs Stationery and advertising Law charges to 31st December 1889 Repairs, &c., of "Gertrude"	29 - 10 26 11 8 52 18 8 112 13 5	507 3 -	29 - 10 26 11 8 52 18 8 112 13 5	507 3 -		
To Reserve and Maintenance Fund "Gertrude": Balance per account, 31st December 1888 <i>Add</i> ,—Transferred from earnings this year	150 - - 50 - -	507 3 -	150 - - 50 - -	507 3 -		
To Accumulated Fund: Balance per account, 31st December 1888 <i>Add</i> ,—Balance of income and expenditure account, 31st December 1889	6,116 18 4 85 5 5	7,896 17 -	6,116 18 4 85 5 5	7,896 17 -		5,967 14 2
	7,896 17 -	7,896 17 -	7,896 17 -	7,896 17 -		7,973 16 9½

We have examined the securities for the investments of the accumulated fund, have received from the bankers a certificate of the amount to the credit of the Commissioners on their banking account, have counted the cash in hands of the clerk, and, having audited this account, we certify it to be correct, subject to the liability for costs and expenses of the action, *Bond v. Leatham*, not yet ascertained.

J. G. Carhill & Burkinshaw, Chartered Accountants.

Jno. W. Lewis, Clerk to the Commissioners of Humber Pilotage.

Hull, 27 February 1890.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Goole*.

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
To gross amount re-			By commission paid to pilot master	43	3 3
ceived for { Inward pilotage -	420	7 4	By amount of pilotage paid to the several		
{ Outward pilotage -	406	16 10	undermentioned pilots, viz. :		
			Joseph Jackson - - - -	141	12 1
			George Gill - - - -	141	12 ½
			Thomas Garner - - - -	141	12 ½
			William Sharp - - - -	141	12 ½
			Henry Eyre - - - -	128	1 1
			By pilots' boating, telegrams, railway		
			fares, &c. - - - -	81	15 2
			By telegrams and stamps - - - -	1	6 11½
			By stationery - - - -	1	11 6
			By Hull office rent - - - -	-	18 -
			By extra assistance in docks - - - -	-	5 -
			By pilots' licences - - - -	3	15 -
£.	827	4 2	£.	827	4 2

Pilot Office, Goole,
January 1890.Samuel Wright,
Pilot Master.ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Gainsborough*.

No monies have been received by or on behalf of the said Commissioners in respect of pilots or pilotage for the year ending 31st December last.

The gross receipts were—	£.	s.	d.
Inward pilotage - - - - -	5	2	8
Outward pilotage - - - - -	9	6	8
TOTAL - - - - -	£. 14	9	4

The whole amount of which was received and retained by William Acaster, the only licensed pilot.

Trinity House, Kingston-upon-Hull,
24 March 1890.Edw. J. Wilson,
Secretary.ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Wisbech*.

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
To gross amount re-			By amount of pilotage paid to or retained		
ceived for { Inward pilotage -	218	14 10½	by the undermentioned pilots, viz. :		
{ Outward pilotage -	174	12 9	Peter Pilkington - - - -	79	8 2
			John Garner - - - -	75	15 2
			James Henry Burton - - - -	79	8 1½
			William Worley - - - -	79	8 1
			Edwin Burton - - - -	79	8 1
£.	393	7 7½	£.	393	7 7½

Wisbech, 22 January 1890.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Spalding*.

	£.	s.	d.		£.	s.	d.
To gross amount re-				By amount paid for fees for renewal of			
ceived for { Inward pilotage -	74	11	4	licences, lights, &c. - - - -	2	1	9
{ Outward pilotage -	12	19	3	By amount paid to pilots as under :			
				Samuel Cope - - - -	42	14	5
				Thomas Lineham - - - -	42	14	5
£.	87	10	7	£.	87	10	7

John Kingston,
Collector.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of all MONIES received in respect of PILOTAGE to or from the *Humber* and along the *East Coast*.

RECEIPTS.			EXPENDITURE.		
To amount received for pilotage to the Humber and along the East Coast -	£.	s. d.	By amount received and retained by the undermentioned pilots, viz.:	£.	s. d.
		25 10 -	T. R. Lee - - - - -	70	- -
			H. J. Forman - - - - -	99	16 3
			J. H. Goodson - - - - -	5	12 -
			H. J. Smith - - - - -	6	8 6
To amount received for pilotage from the Humber and along the East Coast -	1,586	14 4	J. J. Jones - - - - -	44	10 3
			John Keall - - - - -	46	- -
			Solomon Rowston - - - - -	62	12 6
			George Upton - - - - -	84	3 -
			Joseph Wheeler - - - - -	82	- -
			Alfred Dines - - - - -	62	9 9
			Henry Hick - - - - -	150	- -
			Stephen Neal - - - - -	64	- -
			J. H. Manning - - - - -	126	7 -
			Henry Bartlett - - - - -	178	- -
			Frederick Peat - - - - -	151	18 4
			Amos Shimman - - - - -	48	15 -
			Thomas Wright - - - - -	216	11 3
			Robert Speed - - - - -	113	- 6
£.	1,612	4 4	£.	1,612	4 4

Trinity House, Kingston-upon-Hull, }
24 March 1890.Edw. J. Wilson,
Secretary.ACCOUNT of all MONIES received by or on behalf of the Corporation of the TRINITY HOUSE in *Kingston-upon-Hull*.

To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of this Corporation, and of the extra coasting pilots - -	£.	s. d.	By allowance to worn-out pilots and their widows - - - - -	£.	s. d.
		70 18 2		87	- -
To balance from other sources - -		17 8 1	By income tax - - - - -		1 6 3
£.	88	6 3	£.	88	6 3

Trinity House, Hull, }
24 March 1890.J. E. Park,
Warden's Clerk.ACCOUNT showing the MONIES received at the TRINITY HOUSE, *Hull*, during the Year 1889, in respect of FEES paid for the Examination of MASTERS and MATES, and for annual Renewal of Certificates and the like, for the Examination and Renewal of Licences of ordinary PILOTS, and the Expenditure of such MONIES.

Fees for the examination of masters and mates - - - - -	£.	s. d.	Remuneration paid to or received by wardens, elder brethren, and assistants, in respect of examination of:—	£.	s. d.
		43 - -	(a) Pilots - - - - -	2	- -
Fees for the issue of certificates of masters and mates - - - - -	165	15 -	(b) Masters and mates - - - - -	43	- -
Fees for the annual renewal of certificates of masters and mates - - - - -	72	- -	Remuneration paid to secretary:—		
Fees for the examination of ordinary pilots - - - - -	2	- -	(1.) In respect of issue (including preparation and registration) of—		
Fees for the issue of licences of ordinary pilots - - - - -	1	2 6	(a) Licences of pilots - - - - -	-	15 -
Fees for the annual renewal of licences of ordinary pilots - - - - -	96	7 6	(b) Certificates of masters and mates - - - - -	110	10 -
£.	380	5 -	(2.) In respect of renewal of—		
			(a) Licences of pilots - - - - -	64	5 -
			(b) Certificates of masters and mates - - - - -	48	- -
			Balance - - - - -	111	15 -
£.	380	5 -	£.	380	5 -

Trinity House, Hull, }
24 March 1890.J. E. Park,
Warden's Clerk.

PORT OF ABERDEEN.

REGULATIONS and RATES of PILOTAGE.

See p. 132 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
George Noble - - -	30	Alexander Main - - -	30	Andrew Morrice - - -	47
Alexander Watson - - -	41	Alexander Robertson - - -	36	Alexander Paterson - - -	54
Alexander Noble - - -	51	Alexander Allan - - -	50	Alexander Hunter - - -	44
George Morrice - - -	66	James Morrice - - -	56	John Brand - - -	49
John Smith - - -	51	John Main - - -	54	James Guyan - - -	39
Alexander Paterson - - -	29				

NAMES of ASSISTANTS.

Andrew Fowler - - -	38	George Guyan - - -	74	James Walker - - -	36
John Masson - - -	52	James Fowler - - -	46		
John Mitchell - - -	58	David Baxter - - -	36	Alexander Forbes - - -	38

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		O V E R S E A.		C O A S T E R S.		O V E R S E A.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Har- bour and Dock.	1,865	958 15 -	118	179 17 -	4	2 4 6	126	131 15 -	2,113	1,272 11 6

(2.)—O U T W A R D S.

From Aberdeen Harbour and Dock to Sea.	1,424	581 15 9	28	17 3 -	32	19 16 -	74	43 16 6	1,558	662 11 3
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received for masters and mates' certificates - - -	13 13 -	By amount paid to pilots, the pilotage fees being collected by themselves	1,935 2 9
To amount of fees received for renewals of masters and mates' certificates -	25 4 -		
£.	*38 17 -		
To gross amount { Inward pilotage -	1,272 11 6		
received for { Outward pilotage -	662 11 3		
£.	1,935 2 9	£.	1,935 2 9

* The above-mentioned sum of 38*l.* 17*s.* is still lying in the hands of the Commissioners, who have not yet decided as to the mode in which the fees are to be applied. Meantime the amount received is carried to a special account, and interest allowed at the current rate on harbour loans.

14 January 1890.

W. Gordon, Clerk.

PORT OF AYR.

Limits of Pilotage District.—Vide “The Ayr Harbour Amendment Act, 1879,” Section 13.

BYE-LAWS, &c.

EXTRACT from General Bye-Laws made under the Ayr Harbour Acts.

Pilots to be Licensed.

44. No person shall act as pilot on board of any vessel trading to or from the harbour, without being regularly licensed by the trustees; and the licence of a pilot shall expire at the end of one year from the date of granting, unless renewed, and no renewal shall extend over a longer period than one year. Offenders shall be liable in a penalty not exceeding 20 s. for each offence, besides all damages and expenses that may be incurred.

Pilotage to be paid to Collector, &c.

45. The pilotage to be exacted from all vessels shall be paid to the collector of rates and dues, and shall be exigible in every case from vessels registering 40 tons, and upward, whether the vessel has had the services of the pilots or not, provided said services shall have been duly and properly offered. In cases where the pilots shall be detained on board of loaded vessels in the bay, or otherwise, the harbour master is empowered to order an equivalent remuneration for such extra services.

Pilots to find Caution.

46. Each pilot shall find sufficient caution to the harbour trustees, to the extent of 5 l., for his proper conduct and behaviour, and his strict compliance with the present regulations, independently of his individual responsibility for all damages and expenses that may be incurred.

Pilots to assist in transporting Vessels from one Berth to another.

47. The pilots, when not engaged in navigating vessels over the bar, shall be in attendance, and shall offer their services, and give assistance in transporting vessels from one berth to another, and moving the same, under a penalty not exceeding 20 s. for each offence.

Penalty for Intoxication.

48. Any pilot found in a state of intoxication while on duty, or when within the harbour limits, shall, besides forfeiting all claims to remuneration for his services, be liable to a penalty not exceeding 20 s., over and above deprivation of office.

Pilots and others to perform certain Work connected with the Harbour.

49. The pilots in the employment of the trustees shall, from time to time, and at all times when required by the harbour master, sound the bar, and report its state at the Harbour Office, and shall lift and replace buoys without remuneration, and do any other duty incumbent on them by their office as pilots when required by the harbour master so to do, under a penalty not exceeding 20 s. for each offence.

Pilots and others to be in Attendance.

50. The pilots and other employes shall always be at hand and ready with their services; and should any inattention or negligence occur, the harbour master is empowered to suspend the person or persons so offending, reporting the same to the trustees, or their committee, to be dealt with as they may think proper.

Pilots and others must be Civil, &c.

51. The pilots and their assistants, and other employes, shall, on all occasions, be civil in their speech and conduct, under a penalty not exceeding 20 s. Any officer

or other member of the crew of any vessel in the harbour, dock, or at the quays, using threatening, abusive, or insulting words or behaviour to a pilot, or refusing to carry out any order given by a pilot in execution of his duty, shall be subject to a penalty not exceeding 20 s. for each offence.

Gratuities.

52. No pilot, tug master, or other person employed by the trustees shall take any gratuity for the performance of his duty under a penalty not exceeding 40 s. for each offence, and no person shall bestow any such gratuity under a like penalty.

Pilots must carry Copy of the Bye-laws and Licence.

53. Every pilot shall be in constant possession of a copy of these regulations, and his licence thereto attached, and shall produce the same when required, under a penalty not exceeding 20 s. for each offence.

Pilots may be Dismissed.

54. Every pilot shall immediately on the arrival of the vessels piloted by him enter the name of such vessel, along with the other particulars, in a book kept for that purpose at the Harbour Office, under a penalty of 20 s. for each offence. Every pilot or assistant may be dismissed by the trustees at pleasure, with or without cause shown.

Harbour Master charged with Execution of the Bye-laws.

55. The harbour master shall be charged with the execution of all the above rules and regulations; but if any party conceive himself aggrieved in respect of the same, or by the conduct of the pilot, or other employe, he shall lodge his complaint with the clerk, who shall forthwith report the same to the trustees, or a committee of their number, for immediate investigation.

Tug Masters to be Licensed Pilots.

56. The masters of the tugs shall be licensed pilots, and vessels in tow will be considered as legally piloted into or out of the harbour while in such tow.

Damages, Penalties, &c., how Recovered.

57. All penalties, fines, or damages incurred by any breach of the preceding bye-laws and regulations, shall be sued for and recovered by any two of the trustees, or their clerk, or by any other person authorised or interested. All fines, penalties, moneys, or forfeitures shall be recoverable from, or enforceable against offenders; and the harbour master or treasurer are hereby authorised to retain the wages due to any pilot or other employe who have incurred any penalty or damage, &c., under the said bye-laws, till payment or caution for the sum awarded be found.

58. The foregoing bye-laws shall, in all cases, except where otherwise specially provided, apply to the harbour as defined by Section 13 of “The Ayr Harbour Amendment Act, 1879.”

59. Wherever the harbour master is mentioned in these bye-laws, his deputies and other assistants shall be understood to be included. Wherever the word “trustees” is mentioned, it shall mean the Ayr Harbour Trustees, incorporated by Act of Parliament. The singular number shall include the plural, and *vice versa*, and “male” shall include “female.”

Ayr, 14 October 1889.

PORT OF AYR—*continued.*

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
William Stewart - - - -	61	John Singleton - - - -	33
Robert Lees - - - -	53	Peter Ingram - - - -	36
Alexander Cook - - - -	29	James Patterson - - - -	40
Frederick Ross - - - -	39	John Houston - - - -	35

RATES of PILOTAGE.

Coasting or Oversea entering or clearing the harbour, per register ton - - - - 1½d.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From the Bay to the Harbour.	1,043	£. s. d. 376 7 10	539	£. s. d. 234 1 6	23	£. s. d. 53 9 3	10	£. s. d. 9 10 1	18	£. s. d. 29 - -	4	£. s. d. 7 4 11	29	£. s. d. 33 18 6	1,671	£. s. d. 748 12 1		

(2.)—OUTWARDS.

From the Harbour to the Bay.	866	£. s. d. 344 9 10	739	£. s. d. 311 2 5	2	£. s. d. 6 3 7	16	£. s. d. 18 3 3	2	£. s. d. 2 9 10	-	£. s. d. - - -	46	£. s. d. 66 3 3	1,671	£. s. d. 748 12 2		
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for pilots' licences -	8 8 -	By sums received by secretary, being fees from applicants -	9 9 -
To amount of fees received from applicants for renewals of ditto -	1 1 -	By amount paid for wages -	474 9 4
To gross amount { Inward pilotage -	748 12 1	By amount paid for pilot boats, repairs and furnishing -	8 5 10
received for { Outward pilotage	748 12 2	By amount paid for pensions or superannuations of widows -	8 8 -
		By balance expended in harbour works - - - -	1,006 1 1
£.	1,506 13 3	£.	1,506 13 3

11 February 1889.

William Pollock, Clerk.

PORT OF BORROWSTOUNNESS.

BYE-LAWS and RATES of PILOTAGE.

See p. 137 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Paterson - - -	69	John Spence - - -	49	James Beaton, jun. - -	33
James Wilson - - -	72	James Beaton, sen. - -	44	Robert Hamilton - - -	37
James Tait - - -	53	Peter Thomson - - -	37	George Wilson - - -	38
Alexander Beaton - -	51				

AMOUNT received for PILOTAGE of VESSELS in 1889.

The pilots collect their pilotage themselves. The pilotage authority take no account of it.

The total earnings for the year, £20 *l.*, was divided equally among the pilots themselves.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for pilots' licences - - -	- 2 6	By amount paid for salary of clerk -	- 16 -
To amount of fees received from applicants for renewals of pilots' licences -	- 13 6		
£.	- 16 -	£.	- 16 -

4 January 1890.

Robt. J. Jamieson, Clerk.

PORT OF BUCKIE (CLUNY).

BYE-LAWS, RULES, and REGULATIONS.

See p. 140 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

Thomas Lawson - - - - - aged 40.

RATES of PILOTAGE.

See p. 142 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
No distance money has been charged. All vessels have been boarded within the limit of the harbour rate.	32	£. s. d. 31 3 3	20	£. s. d. 26 7 9	6	£. s. d. 10 3 7	58	£. s. d. 67 14 7

Note.—The rate charged for pilotage covers inward and outward pilotage, and no separate rate is charged.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { received for {		By amount paid for or in respect of pilot, boats, buoys, &c. - -	
Inward pilotage - } Outward pilotage - }	67 14 7		67 14 7

1 March 1890.

John Macdonald, Secretary.

PORT OF BURGHEAD.

BYE-LAWS, REGULATIONS, &c.

See p. 143 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Cormie - - -	42	Lewis M'Lean - - -	42	John Young - - -	32
James Jenkins - - -	69	William Hendry - - -	43	John Mackay - - -	37
Alexander Jeffray - - -	54	John Hendry - - -	47	Charles Mackay - - -	32
Alexander Richardson - - -	50	John Hendry - - -	30	John Cormie - - -	36
Alexander Bethune - - -	38	John Sinclair - - -	42	John Scott - - -	33
James Scott - - -	49	William Mackintosh - - -	55	Alexander Souter - - -	50

RATES of PILOTAGE.

See p. 144 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	141	80 7 -	10	11 11 8½	2	1 10 7	16	20 11 -	169	114 - 3½

(2.)—OUTWARDS.

From Harbour to Sea - - -	141	85 7 7½	7	7 3 9	5	4 2 4½	11	14 2 2½	164	110 15 11½
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	114 - 3½	By amount paid for salary of clerk	11 4 10
{ Outward pilotage -	110 15 11½	By amount paid to pilots - -	210 12 2½
To extra assistance to vessels - -	- 5 -	By amount paid for pilot boats' repairs - - - -	3 4 2½
£.	225 1 3	£.	225 1 3

16 January 1890.

C. F. Morrison, Clerk.

PORT OF DUNDEE.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 147 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Knight - - -	63	George Keith - - -	57	Charles Webster - - -	50
John MacLagan - - -	64	George Baird - - -	58	James Wilson - - -	45
John Chambers - - -	61	Peter Lawson - - -	51	James Stephen - - -	45
John Martin - - -	63	William Ferrier - - -	58	George Sutherland - - -	44

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Buoy of Tay to Dundee Docks.	69	£. s. d. 187 11 6	160	£. s. d. 713 4 2	8	£. s. d. 14 11 10	105	£. s. d. 298 13 3	342	£. s. d. 1,214 - 9
From Buoy of Tay to Dundee Roads.	6	5 14 2	3	3 17 3	5	7 7 7	14	17 19 4	28	34 18 4
From Dundee Roads to Dundee Docks.	-	- - -	1	1 - 5	1	1 1 8	4	3 7 5	6	5 9 6
TOTAL - - -	75	193 5 8	164	718 1 10	14	23 1 1	123	320 - -	376	1,254 8 7

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay.	152	384 14 10	52	237 7 8	25	45 5 7	27	68 4 2	256	735 12 3
From Dundee Roads to Buoy of Tay.	2	6 1 5	-	- - -	-	- - -	1	1 18 9	3	8 - 2
From Dundee Docks to Dundee Roads.	1	1 8 7	-	- - -	12	7 - 11	-	- - -	13	8 9 6
TOTAL - - -	155	392 4 10	52	237 7 8	37	52 6 6	28	70 2 11	272	752 1 11

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - Inward pilotage	1,254 8 7	By balance brought from last account -	1 11 2
- - - Outward pilotage	752 1 11	By amount paid for salaries of secretary and treasurer - - -	55 - -
To amount received from other sources:		By amount paid for pilotmaster - - -	125 - -
Vessels shifting docks, trial trips, &c.	15 12 -	By amount paid for wages to pilots - -	923 17 -
Insurance premiums returned, 3 <i>l.</i> 16 <i>s.</i> 3 <i>d.</i> ; interest on bank account, 10 <i>s.</i> 2 <i>d.</i> - - -	4 6 5	By amount paid for bonuses to pilots -	466 - 4
Recovered from underwriters for damage to cutter - - -	12 13 10	By amount paid for provisions to pilots	212 3 5
Old ropes and canvas sold, 1 <i>l.</i> 5 <i>s.</i> 3 <i>d.</i> ; amount transferred from superannuation fund, 22 <i>l.</i> 7 <i>s.</i> 5 <i>d.</i> - -	23 12 8	By amount paid for expenses of maintenance, insurance, coals, &c. - -	146 19 1
To balance carried to next account - -	- 3 1	By amount paid for sums to extra pilots, petty disbursements, &c. - -	22 7 6
	£. 2,062 18 6	By amount put to credit of sinking fund - - - - -	60 - -
		By amount put to credit of superannuation fund - - - - -	50 - -
			£. 2,062 18 6

10 March 1890.

Alex. E. Gray, Clerk.

PORT OF FRASERBURGH.

REGULATIONS and RATES of PILOTAGE.

See p. 152 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Alexander Joseph Noble - -	54	Walter Noble - - - -	64
Andrew Noble - - - -	31	John Noble - - - -	37

Note.—Pilotage compulsory in all vessels of above 30 tons register except fishing vessels.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From two miles Seaward to Harbour.	190	75 - -	104	62 1 6	8	1 18 6	6	5 12 6	13	6 10 6	20	17 17 6	7	2 12 -	17	14 15 -	360	186 7 6

(2.)—OUTWARDS.

From Harbour to two miles Seaward.	172	67 5 -	61	28 1 -	26	11 14 -	45	38 8 6	8	3 - -	2	1 15 -	11	5 15 -	36	31 15 -	361	187 13 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	- 8 -	By amount paid for salary of clerk -	- 8 -
To gross amount re-		By amount paid for or in respect of	
ceived for -		pilots, boats, buoys, &c. - - -	374 1 -
{ Inward pilotage -	186 7 6		
{ Outward pilotage -	187 13 6		
£.	374 9 -	£.	374 9 -

6 January 1890.

Andrew Jarrat, Clerk.

ACCOUNT of REVENUE and EXPENDITURE of "The River Pilots' Fund," for the Year ended
31 December 1889.

BALANCE SHEET.

28 March 1890.

Thomas Adam, Treasurer.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 184 of Parl. Paper, No. 154 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Robert H. Bell - -	60	David M'Kellar - -	59	John Miller - - -	55
Alexander Campbell - -	60	John M'Kenzie - -	71	Robert Munn - - -	48
Robert Lee - - -	63	Charles Mackie - -	62	Alexander Smith - -	53
John M'Aleer - - -	52	Allan M'Lean - - -	64	Jacob L. Till - - -	66
Neil M'Dougall - - -	48	David M'Reevie - -	52	James B. Warden - -	59

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.		T O T A L S.	
	C O A S T E R S.	O V E R S E A.		O V E R S E A.				
		Towed by Steam.		Towed by Steam.				
		No.	Amount.*	No.	Amount.	No.	Amount.	
			£. s. d.		£. s. d.		£. s. d.	
From any place between the Cloch Lights and Dunoon Pier to Greenock or Port Glasgow.	- nil -	121	229 18 5	82	128 1 4	203	357 19 9	

(2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbræ and Cloch Lights.	- nil -	35	219 10 11	26	179 6 4	61	398 17 3
From Greenock or Port Glasgow to a line drawn between the Cloch Light and Dunoon Pier, or to any intermediate place.	- nil -	61	144 11 -	47	87 2 7	108	231 13 7
TOTAL - - -	- nil -	96	364 1 11	73	266 8 11	169	630 10 10

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	3 10 -	By amount paid for salary of secretary -	3 10 -
To gross amount { Inward pilotage -	357 19 9	By amount paid for or in respect of pilots - - - - -	988 10 7
received for { Outward pilotage -	630 10 10		
£.	992 - 7	£.	992 - 7

7 February 1890.

Thomas Wilson, Clerk.

PORT OF INVERNESS.

B Y E - L A W S.

At the Court at Windsor, the 5th day of July 1889.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its district all or any of the things specified in that behalf in the said section :

And whereas the Inverness Harbour Trustees, being a pilotage authority within the meaning of the said Act, have, in exercise of the powers vested in them by that Act, made and submitted for the consent of Her Majesty bye-laws with respect to pilots and pilotage within their

district and under their jurisdiction, copy of which bye laws is set forth in the Schedule hereto annexed :

And whereas it has been made to appear to Her Majesty that the said bye-laws are reasonable and proper :

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said Merchant Shipping Act, 1854, and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to, the said bye-laws, as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

Regulations as to Pilots.

1. It is the duty of pilots licensed by the trustees, and they are hereby required, at all times to be on the look-out, and when a signal for a pilot is observed from any ship or vessel going out of, or coming into, the port of Inverness, including the River Ness, to proceed with all dispatch, to take charge of such ship or vessel. And should the master, owner, or other person in command of a vessel requiring a pilot, whether leaving or entering the harbour, including river, refuse to allow the pilot first offering himself at the vessel to take charge of her as aforesaid, such master or owner shall be liable to the said pilot in a penalty equal to the full pilotage dues, besides expenses. Pilots quitting the ships or vessels of which they have charge without consent of the master, shall forfeit their pilotage dues, and incur a penalty of not less than 1*l.*, and not exceeding 5*l.* for such offence.

2. No person shall in future act as a harbour pilot (excepting always masters or mates licensed for their own vessels only), unless he has been examined and found skilful and qualified to act as pilot for the harbour, and has received a pilot's licence. Every person applying to be licensed as a harbour pilot must be able to read and write, and must set forth in his application his usual place of abode, his age, height, complexion, and any other circumstance or peculiarity descriptive of his person, and produce a satisfactory certificate of moral character, and has been examined and found skilful and qualified to act as pilot for the harbour.

3. Every boat shall have a crew of two men, or one man and two boys, besides the licensed pilot, and when afloat shall have a flag at the mast-head, or on a sprit or staff, or in some other equally conspicuous situation ; and such flag shall be of large dimensions, and of two colours—the upper half white, and the lower half red.

4. Harbour pilots must always be in readiness with a boat, approved of and licensed, and manned as aforesaid, and must take charge of any vessel when required, and attend exclusively on the vessel they have charge of, and on no account whatever go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whose vessel they are attending.

5. The duty of the pilot and his assistants shall not be fully discharged until the vessel is moored where the harbour or dock master may direct at the tide or time she enters.

6. The master of every vessel, if a pilot is employed, shall sign and deliver to the pilot a certificate, stating (in words) the number of feet of water which his vessel draws, and her tonnage, and whether she was towed by a steamer.

7. Pilots are required to make themselves thoroughly acquainted with the signals of the port and the bye-laws and regulations, and also frequently to inspect the entrance of the harbour, and the harbour itself, at low water spring tides, especially after storms or land floods ; and when, through ignorance, negligence, or otherwise,

they permit vessels to run aground, they will be severely punished, and held responsible for damage caused to any of the harbour works, dredging plant, or other property.

8. The superintendent, harbour master, or dock master has power to give directions to pilots, and order them to take charge of any vessel when wanted ; and also from time to time to inspect the boats and crews, and see that the pilots do their duty and observe the regulations.

9. In case a pilot boat shall during a gale of wind be prevented from any sufficient cause from boarding any vessel having a signal for a pilot, the pilot shall run his boat ahead of such vessel and direct her course so far as it may be in his power, and shall be entitled for such service to the usual dues.

10. A pilot having charge of any ship or vessel going out of or coming into the harbour of Inverness, including the river, shall observe strict sobriety and civility ; and if he shall be guilty of using improper or disrespectful language to his employers, or shall through negligence, incapacity, or in any other manner, occasion injury to the vessel of which he has charge, or to any other ship or vessel, he shall be liable in a penalty of not less than 1*l.* nor exceeding 5*l.*, besides the damage occasioned by his negligence or misconduct ; and for a second offence he shall be liable in the like penalties, besides forfeiting his licence.

11. No pilot shall be entitled to charge higher rates than those authorised, under a penalty of not less than 1*l.* nor exceeding 5*l.* ; and in case of a second offence of the same description he shall forfeit his licence.

12. Any owner, master, or other person in charge or command of a vessel, who shall agree, or attempt to agree, with any licensed pilot to act as pilot on board of such vessel at lower rates of pilotage than those authorised, shall be liable to a penalty of not less than 3*l.* nor exceeding 5*l.* sterling, besides expenses over and above the full dues of pilotage.

13. Any pilot who shall, upon being applied to, and while neither engaged in performing duty as a pilot, nor incapacitated by ill-health, refuse to take charge of any vessel, after being applied to by the party in charge of such vessel within the limits of his licence, shall be liable in a penalty of not less than 10*s.* or more than 5*l.* ; and further, shall be liable to instant dismissal from his office.

14. Should the master of any vessel bound for the Inverness Harbour, and requiring a pilot, be unable to procure a licensed pilot, and be, in consequence, obliged to commit the piloting of his vessel to a person not licensed, such unlicensed pilot shall, on the vessel being boarded by a licensed pilot, give up his charge, and be entitled to payment only of distance money, the licensed pilot being in such a case obliged to allow a reasonable deduction in favour of the person who previously had the charge ; and should any licensed pilot offer to board a vessel having an unlicensed pilot in charge, and the master or other person in command shall refuse to allow him to go on board, the licensed pilot shall be entitled to recover

PORT OF INVERNESS—*continued.*

recover from the said master, owner, or other person in charge of said vessel, the same rate of pilotage, in name of penalty, for breach of this regulation, as if the said licensed pilot had been received on board on application.

15. All complaints at the instance of masters, owners, or other persons in charge of vessels coming into or going out of the river and harbour of Inverness, against pilots, or at the instance of pilots against the masters or owners

of vessels, for breach of any of these regulations, shall be lodged with the clerks of the harbour trustees, who shall have power to bring the offenders or persons complained of before the judge or judges named in the Acts of Parliament relating to pilotage, to be dealt with as thereby provided.

A. P. and R. Hay,
Clerks to the Trustees.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
No. 1 Boat.		No. 2 Boat.	
Alexander Paterson * - - -	67	Donald Paterson - - -	63
James Paterson - - -	38	Alexander Paterson - - -	60
John Paterson - - -	52	Peter Paterson - - -	58
Owen Paterson - - -	36	Peter Paterson - - -	44
John Paterson - - -	33	John Paterson - - -	27

NAME of APPRENTICE.

William Paterson (No. 1 Boat) - - - aged 19.

* Licensed for Moray and Beaully Firths. Remainder unlicensed.

RATES of PILOTAGE.

Pilotage in and out of limits of harbour, as enacted by Inverness Harbour Provisional Order, 1883.

	s.	d.
Vessels of 50 tons register and under - - -	7	-
Vessels above 50 tons register - - -	7	- for the
first 50 tons, and 1d. per ton for every ton above.		

AMOUNT received for PILOTAGE of VESSELS in 1889.

No information given.

4 January 1890.

A. P. and R. Hay, Clerks.

PORT OF IRVINE.

BYE-LAWS.

See p. 185 of Parl. Paper, No. 154 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Robert M'Farlane - - -	59	James Jaffrey - - -	43
George Jeffrey - - -	49	Duncan M'Callum - - -	58

RATES of PILOTAGE.

See p. 185 of Parl. Paper, No. 154 of 1890.

PORT OF IRVINE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy to Harbour Wharves, about $\frac{1}{4}$ of a mile.	-	253 18 -	-	6 13 4	-	- - -	-	12 14 8½	-	273 6 -½

(2.)—OUTWARDS.

From Harbour Wharves to Buoy, about $\frac{3}{4}$ of a mile.	-	257 3 2	-	3 8 2	-	5 8 7 $\frac{1}{2}$	-	7 6 1	-	273 6 - $\frac{1}{2}$
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Total number of vessels, 1,161, charged at a uniform rate.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	15 11 10	By amount paid for salaries of pilots -	255 1 9
To gross amount received for { Inward pilotage -	273 6 - $\frac{1}{2}$	By amount paid for or in respect of pilot boats, buoys, &c. -	313 13 -
{ Outward pilotage -	273 6 - $\frac{1}{2}$		
To balance to next year - - -	6 15 10		
£.	568 19 9	£.	568 19 9

28 January 1890.

James Dickie, Secretary.

PORT OF KIRKCALDY.

REGULATIONS of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Robert Goodall - - -	64	William Page - - -	50	James Lawson - - -	58

RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

PORT OF KIRKCALDY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Kirkcaldy Roadstead to Kirkcaldy Harbour.	20	£. s. d. 12 3 -	12	£. s. d. 6 12 -	1	£. s. d. - 12 6	16	£. s. d. 9 16 -	7	£. s. d. 4 8 6	3	£. s. d. 1 17 6	2	£. s. d. 1 7 -	61	£. s. d. 36 16 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - - - -	36 16 6	By amount appropriated by pilots who, on the other hand, receive no salary from Commissioners - - -	36 16 6

31 January 1890.

William Millie Dow, Clerk.

PORTS OF LEVEN AND METHIL.

BYE-LAWS and RATES of PILOTAGE.

See p. 159 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph Anderson - -	51	Robert Patterson - -	36	William Thomson - -	50
William Mills - - -	40				
George Patterson - -	36	John Thomson - - -	48	John Wilson - - - -	38

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From Sea to Leven and Methil	209	169	2	6	81	81	7	-	158	114	12	6	237	150	18	6	685	516	-	6

(2.)—OUTWARDS.

From Leven and Methil to Sea	31	16 14 -	180	203 19 6	7	4 3 6	260	219 16 6	478	444 13 6
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PORTS OF LEVEN AND METHIL—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account	21 12 2	By amount paid as bonus to collector	5 - -
To amount of fees received from applicants for renewals of licences -	1 15 -	By commission on pilotage for collection - - -	48 - 8
To gross amount { Inward pilotage -	516 - 6	By amount paid to pilots - - -	912 13 4
received for { Outward pilotage	444 13 6	By supplementary payment to pilots	12 8 -
		By balance retained by former pilotage authority - - -	4 4 2
		By balance to credit of general expenses - - - - -	1 15 -
£.	984 1 2	£.	984 1 2

22 March 1890.

J. Walker, General Manager,
North British Railway.

PORT OF LOSSIEMOUTH.

BYE-LAWS, REGULATIONS, ORDERS, &c.

See p. 161 of Parl. Paper, No. 154, of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
William McDonald - -	54	William Cook - - -	57	William Souther - -	54

RATES of PILOTAGE.

For every Vessel entering and leaving the Harbour. per registered ton - - - 3d.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	92	48 5 7½	1	- 10 7½	-	- - -	3	3 12 1½	96	52 8 4½

(2.)—OUTWARDS.

From Harbour to Sea - -	91	48 10 10½	3	1 17 1½	-	- - -	1	1 8 7½	95	51 16 7½
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount { Inward pilotage -	52 8 4½	By amount paid for salary of clerk	10 8 6
received for { Outward pilotage	51 16 7½	By amount paid to pilots - - -	93 16 6
£.	104 5 -	£.	104 5 -

14 January 1890.

James Allan, Secretary.

PORT OF NAIRN.

BYE-LAWS.

Nil.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	Service for which Licensed.
George Ralph - - -	46	James Ralph - - -	45	To pilot vessels coming into and going out of Nairn Harbour.

RATES of PILOTAGE.

See p. 187 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		TOTALS.	
	COASTERS.			
	No.	Amount.	No.	Amount.
Half-a-mile from the Port to the Port of Nairn	34	£. s. d. 34 - -	34	£. s. d. 34 - -

(2.)—OUTWARDS.

Half-a-mile Seaward from the Port of Nairn -	34	34 - -	34	34 - -
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Note.—The total amount received by the pilots for pilotage during the year 1889 was 68 l. They received this from the vessels that sail regularly to and from Nairn, all of which are British vessels. There is no steam towage at Nairn. When towage is required it is usually done by means of boats.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount (Inward pilotage -	34 - -	By amount paid to pilots - -	68 - -
received for - (Outward pilotage -	34 - -		
£.	68 - -	£.	68 - -

Note.—*Vide* last year's Return, Parl. Paper, No. 154 of 1889, p. 187. Although the pilots are appointed by the Nairn Town Council, no charge is made for any licence, &c., and no revenue is derived by the town from the pilotage, the pilot retaining his charges as his sole recompense. The charge per vessel is 1 l.

6 January 1890.

Wm. Laing, Clerk.

PORT OF SANDHAVEN.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 166 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

No licensed pilots. Fishermen at the port act as pilots.

AMOUNT received for PILOTAGE of VESSELS in 1889.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Kinnaird Lighthouse to Roseheart Lighthouse - -	4	3 8 -	1	- 17 -	5	4 5 -

ACCOUNT of all MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward and outward pilotage - - -	4 5 -	By amount paid to pilots direct -	4 5 -

10 February 1890.

Ja. Shives, Clerk.

PORT OF PETERHEAD.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 162 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Robert Strachan, "Robin"	42	John Groat - - -	66	Robert Slessor, sen. - -	71
James Geddes, sen. - -	56	George Ritchie, sen. -	58	Peter Geddes - - -	48
George Strachan, sen. -	59	John May - - -	39	James Winton - - -	50
Alexander Strachan, sen. -	65	James Thain - - -	58	James Geddes, jun. - -	33
Alexander Geddes, sen. -	50	Benjamin Buchan - -	56	Robert M'Lean - - -	37
George Ritchie, jun. - -	35	William M'Dougall - -	62	John M'Lean - - -	63
Robert Taylor, jun. - -	36	William M'Lean - - -	39	John Geddes, jun. - -	39
Alexander Geddes, jun. -	35	James Strachan - - -	49	George Geddes - - -	31
Robert Taylor, sen. - -	57	Robert Slessor, jun. -	38	William Mackie - - -	74
Robert Strachan, "Wallace"	56	Thomas Slessor - - -	52	George Strachan, "Gamack"	37

PORT OF PETERHEAD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
INWARDS - - - -	433	174 7 -	55	46 19 7	7	4 9 -	56	58 13 5	551	284 9 -
OUTWARDS - - - -	433	174 7 -	55	46 19 7	7	4 9 -	56	58 13 5	551	284 9 -

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewal of pilots' licences -	2 5 -	By amount paid for salary of clerk -	2 5 -
To gross amount { Inward pilotage -	284 9 -	By amount paid for salary of captain pilot, &c. - - - -	120 - -
received for { Outward pilotage -	284 9 -	By amount paid to pilots - - - -	531 3 6
To amount provided from the revenue derived by the trustees from the Harbour of Peterhead - - - -	82 5 6		
£.	653 8 6	£.	653 8 6

15 January 1890.

Patrick Irvine, Clerk.

PORT OF ROSEHEARTY.

BYE-LAWS and REGULATIONS.

Nil.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John Buchan - - - - -	29	William Duncan - - - - -	61
William Buchan - - - - -	32	James Summers - - - - -	20

Note.—The pilots at this Port are not licensed, but are recognised as capable of piloting a ship into the harbour.

RATES of PILOTAGE.

See p. 165 of Parl. Paper, No. 154 of 1889.

PORT OF ROSEHEARTY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
		£. s. d.
To harbour from about two miles beyond harbour - -	6	2 4 6
(2.)—OUTWARDS.		
From harbour to about two miles beyond harbour - -	6	2 4 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount { Inward pilotage -	2 4 6	By amount paid to pilots, boats,	
received for { Outward pilotage -	2 4 6	buoys, &c. - - - - -	4 9 -
£.	4 9 -	£.	4 9 -

13 January 1890.

Charles Stevenson, Clerk.

PORT OF BURNTISLAND.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 145 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Archibald Blair - -	60	Andrew Gilmour, jun. -	41	Robert Dick - - -	41
Archibald Blair, jun. -	33	James Harrow - -	58	John Gilmour - - -	38
John Brown - - -	47	William Masterton - -	48	Robert Stewart - - -	53
James Clark - - -	30	John Pendrick - - -	46	Andrew Gilmour* - -	76
George Fotheringham -	39				

* Retired 1st January 1890; died 21st January 1890.

PORT OF BURNTISLAND—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1888.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Dock	41	£. s. d. 35 16 -	3	£. s. d. 1 2 6	258	£. s. d. 275 3 6	3	£. s. d. 1 13 -	2	£. s. d. 1 3 6	331	£. s. d. 296 4 -	173	£. s. d. 94 19 -	811	£. s. d. 706 1 6		

(2.)—O U T W A R D S.

From Dock to Roads	40	£. s. d. 35 6 6	3	£. s. d. 1 2 6	255	£. s. d. 272 11 -	3	£. s. d. 1 13 -	2	£. s. d. 1 3 6	331	£. s. d. 296 4 -	129	£. s. d. 72 9 6	763	£. s. d. 680 10 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount re-	Inward pilotage -	706 1 6	By amount paid for salary of clerk -		5 5 -
ceived for -	Outward pilotage	680 10 -	By amount paid for salary of collector -		15 15 -
			By amount paid for salary of harbour master -		10 10 -
			By amount paid to pilots for pilotage -		1,317 4 6
			By discount retained under Article 13 of bye-laws after deduction of above salaries -		38 7 -
		£. 1,886 11 6			£. 1,386 11 6

10 February 1890.

Thomas A. Wallace, Clerk.

TRINITY HOUSE OF LEITH.

BYE-LAWS and RATES of PILOTAGE.

See p. 174 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Abraham Howling - - - -	55	Leith Roads to Orfordness.
James Robertson - - - -	64	Duncansby Head to Orfordness, Moray Firth, Harbours in Forth to Alloa.
William Dawson - - - -	38	Duncansby Head to Orfordness (exclusive of Tay and Moray Firths) Forth, to Alloa and Harbours.
Andrew Stevenson - - - -	69	Red Head, St. Abb's Head, Alloa and Harbours.
George Combe - - - -	62	- - ditto - - - ditto.
Thomas Wilson (Linton) - - - -	56	- - ditto - - - ditto.
William Carnie - - - -	47	- - ditto - - - ditto.
Robert Noble, jun. - - - -	45	- - ditto - - - ditto.
Thomas Paterson, jun. - - - -	49	- - ditto - - - ditto.
James Lyle Braid - - - -	48	- - ditto - - - ditto.
Thomas Dryburgh - - - -	34	- - ditto - - - ditto.
Walter Liston - - - -	41	- - ditto - - - ditto.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
William Noble - - - -	34	Red Head, St. Abb's Head, Alloa and Harbours.
Robert Hume - - - -	41	- - ditto - - - ditto.
Robert Wilson (Ramsay) - - - -	40	- - ditto - - - ditto.
William Paterson (Flucker) - - - -	36	- - ditto - - - ditto.
John Liston - - - -	37	- - ditto - - - ditto.
Robert Paterson (Combe) - - - -	36	- - ditto - - - ditto.
George Jamieson - - - -	72	- - ditto - - - ditto.
John Bell - - - -	53	- - ditto - - - ditto.
James Carnie (Combe) - - - -	46	- - ditto - - - ditto.
George Paterson - - - -	37	- - ditto - - - ditto.
Andrew Harley - - - -	67	- - ditto - - - ditto.
Edward Neils - - - -	49	Fife Ness, St. Abb's Head, Carron Roads and Harbours.
William Liston - - - -	40	- - ditto - - - ditto.
James Dryburgh* - - - -	29	- - ditto - - - ditto.
Archibald Blair, jun. - - - -	—	- - ditto - - - ditto.
George Robertson M'Nab - - - -	62	Leith Roads, Cape Wrath to Orfordness and to Alloa.
John Broch - - - -	53	St. Abb's Head, Red Head, Alloa and Harbours.
David Proudfoot - - - -	54	- - ditto - - - ditto.
Alexander Donaldson - - - -	49	Fifeness, St. Abb's Head to Leith Roads, Orfordness and Duncansby Head.
David Jardine - - - -	45	St. Abb's Head, Grangemouth, Alloa and Harbours, Fifeness to Duncansby Head (excluding the Moray Firth to Orfordness).
James White - - - -	38	St. Abb's Head, Grangemouth, Alloa and Harbours.
Peter Bryson - - - -	44	St. Abb's Head, Orfordness, Alloa and Harbours.
John Wilson (Young) - - - -	57	Red Head, St. Abb's Head, Grangemouth and Harbours.
John Wilson (Johnston) - - - -	38	- - ditto - - - ditto.
William Mills (Carnie) - - - -	31	- - ditto - - - ditto.
Robert Lyle (Wilson) - - - -	38	Red Head, St. Abb's Head, Carron Roads, and Harbours.
Andrew Wilson - - - -	33	- - ditto - - - ditto.
Thomas Combe (Nicol) - - - -	37	- - ditto - - - ditto.
James Carnie (Main) - - - -	39	Inchkeith, Charleston Roads, and Harbours.
Ebenezer Carnie - - - -	36	Fifeness, St. Abb's Head, Alloa and Harbours.
Thomas Hume - - - -	34	- - ditto - - - ditto.
William Paterson (Murray) - - - -	29	- - ditto - - - ditto.
David Dryburgh - - - -	26	- - ditto - - - ditto.
Alexander Beaton - - - -	—	- - ditto - - - ditto.
David Paterson - - - -	71	- - ditto - - - ditto.
James Beaton, sen. - - - -	53	- - ditto - - - ditto.
Andrew Blair - - - -	—	- - ditto - - - ditto.
Henry Malcolm - - - -	56	- - ditto - - - ditto.
Alexander Hardie - - - -	55	- - ditto - - - ditto.
John Lapsley - - - -	67	- - ditto - - - ditto.
George Cairns - - - -	51	- - ditto - - - ditto.
Samuel Finnie - - - -	67	- - ditto - - - ditto.
William Thomson - - - -	53	Roads and Harbour of Morrisonhaven.
Matthew M'Bain - - - -	39	Leith Roads, Alloa, and Harbours.
William Reddie - - - -	36	- - ditto - - - ditto.
Thomas Jamieson - - - -	43	- - ditto - - - ditto.
William M'Nair - - - -	34	- - ditto - - - ditto.
John Combe Cousin - - - -	62	- - ditto - - - ditto.
Robert Crooks - - - -	49	- - ditto - - - ditto.
William Ferguson - - - -	61	- - ditto - - - ditto.
Walter Paterson - - - -	70	May Island, Alloa, and Harbours.
John Baird - - - -	46	Queensferry, Grangemouth, and Harbours.
Benjamin Blyth (James) - - - -	53	St. Abb's Head, Grangemouth and Harbours, and Orfordness.
John Rintoul - - - -	70	Stirling to Inchkeith and Harbours.
Alexander Bryce - - - -	41	Inchkeith to Grangemouth, Alloa and Harbours.
Duncan M'Laren - - - -	61	- - ditto - - - ditto.
James Paterson - - - -	70	Red Head, St. Abb's Head, Stirling and Harbours.
Robert M'Arthur - - - -	45	Inchkeith to Alloa and Harbours.
George M'Arthur - - - -	40	- - ditto - - - ditto.
John Spence - - - -	50	- - ditto - - - ditto.
Robert Hamilton - - - -	38	- - ditto - - - ditto.
James Tait - - - -	53	- - ditto - - - ditto.
Peter Thomson - - - -	38	- - ditto - - - ditto.
James Beaton, jun. - - - -	34	- - ditto - - - ditto.

* Licence suspended for six months, as from 28th October 1889, in consequence of the loss of the s.s. "Grimsal" on Inchkeith.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
George Wilson - - - -	39	Inchkeith to Alloa and Harbours.
Alexander Donaldson - - - -	46	- - ditto - - ditto.
Robert Hardie - - - -	51	- - ditto - - ditto.
John White - - - -	42	- - ditto - - ditto.
Henry Anderson - - - -	63	- - ditto - - ditto.
James Aitken - - - -	47	- - ditto - - ditto.
William Potter - - - -	61	- - ditto - - ditto.
Thomas Donald - - - -	52	- - ditto - - ditto.
James Allan - - - -	56	- - ditto - - ditto.
William Kinnear - - - -	67	- - ditto - - ditto.
David Edward - - - -	42	- - ditto - - ditto.
George Hutton - - - -	68	- - ditto - - ditto.
John Dick - - - -	32	- - ditto - - ditto.
Joseph Fotheringham - - - -	55	- - ditto - - ditto.
James Bryce - - - -	28	- - ditto - - ditto.
W. L. McIntyre - - - -	62	Duncansby Head to Orfordness, Forth to Alloa and Harbours.
Robert Smith - - - -	54	Inchkeith to Carron Roads and Harbours.
Andrew Gilmour, jun. - - - -	42	- - ditto - - ditto.
John Pendrick - - - -	46	- - ditto - - ditto.
Robert Stewart - - - -	54	- - ditto - - ditto.
Archibald Blair, sen. - - - -	—	May Island to Alloa and Harbours.
John Brown - - - -	47	North side of Forth, Kinghornness to Alloa and Harbours.
William Masterton - - - -	50	Inchkeith to Alloa, Fifeness and St. Abb's Head, and Harbours.
James Clark - - - -	30	Inchkeith, Fifeness, and St. Abb's Head and Harbours.
John Gilmour - - - -	38	Inchkeith to St. David's and Harbours.
Robert Dick - - - -	40	Inchkeith, Fifeness and St. Abb's Head and Harbours.
James Harrow - - - -	56	Harbour of Dysart, Fifeness, Bass Rock to St. Margaret's Hope and Harbours.
John Ewing - - - -	64	Harbour of Dysart and Roadstead.
Robert Cairns - - - -	56	- - ditto - - ditto.
John Grubb - - - -	27	- - ditto - - ditto.
John Smith - - - -	35	- - ditto - - ditto.
James Proctor - - - -	46	Roads and Harbour of West Wemyss.
Andrew Gourlay - - - -	40	- - ditto - - ditto.
Alexander Baird - - - -	31	Fifeness, St. Abb's Head, Leith Roads and Harbours.
Charles Sturrock - - - -	61	Tayport to Perth.
George Hay - - - -	39	Broughty Ferry Roads to Newburgh and Perth.
Patrick Donnelly - - - -	39	Dundee Roads to Perth.
William McKenzie - - - -	51	Fifeness to Cromarty, Moray Firth, and Orfordness.
Richard Reid (Robert) - - - -	66	Buoy of Tay to Duncansby Head and Orfordness (excluding Forth and Moray Firths).
John Farrow - - - -	45	- - ditto - - ditto.
William Mearns - - - -	46	- - ditto - - ditto.
Alexander Edwards - - - -	60	- - ditto - - ditto.
Francis Wylie Monro - - - -	48	Tarbertness to Bonar Bridge.
Donald Douglas - - - -	54	Cromarty Roads to Dingwall.
George Slater - - - -	69	Duncansby Head, through the Pentland Firth, and Orkney and Shetland Islands.
James Leitch - - - -	52	Ardrossan Harbour to Lamlash and Cumbrac Island.
Nathan Shepherd - - - -	47	- - ditto - - ditto.
James M'Iver - - - -	51	Cumbracs in Clyde to Mull of Galloway, Tory Island, and north by inner Sound to Duncansby Head.
Alexander Smith - - - -	50	Cumbracs in Clyde through North and South Channels.
Andrew Clark - - - -	52	Point of Ayr to Cape Wrath, including Firth of Clyde to Cumbracs, Minches and Courts of Western Isles.
William Cade Chatting - - - -	36	Leith Roads, Fifeness, St. Abb's Head, and Orfordness and Harbours.
William Marshall - - - -	41	Inchkeith to Alloa and Harbours.
James Gordon - - - -	51	Point of Ayr to Flamborough Head, round to northward. Coasting only.
Thomson Robertson - - - -	50	Alloa to Orfordness on the south, and to Cape Wrath. Coasting only.
George Shearer - - - -	49	Buoy of Tay to Orfordness on the south to Cape Wrath. Coasting only.

Note.—The foregoing are all pilots, and are licensed to act by the above-mentioned authority.

TRINITY HOUSE OF LEITH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	OVERSEA.				UNPRIVILEGED.					
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Into Alloa, Clackmannan, and Kincardine - - - -	3	7 2 6	23	55 7 6	23	22 12 -	105	117 13 7		
Into Bo'ness and Roads - -	-	- - -	79	139 15 4	7	20 15 6	171	258 14 -		
Into Burntisland - - - -	-	- - -	5	11 10 3	7	18 19 3	7	16 - -		
Into Charleston and Limekilns	-	- - -	38	27 18 -	19	18 14 -	145	60 3 9		
Into Dingwall - - - -	-	- - -	33	24 5 4	-	- - -	-	- - -		
Into Dundee - - - -	-	- - -	16	14 14 -	-	- - -	3	3 12 -		
Into Dysart - - - -	8	6 17 -	16	14 7 -	36	29 8 -	116	101 18 6		
Into Grangemouth and Carron Roads - - - -	4	6 3 -	135	209 14 6	117	154 9 4	234	452 19 -		
Into Granton - - - -	-	- - -	19	61 3 7	3	8 16 9	24	41 11 9		
Into Inverness - - - -	-	- - -	-	- - -	-	- - -	1	8 - -		
Into Kennet Pans - - - -	-	- - -	-	- - -	-	- - -	2	2 5 -		
Into Leith and Roads - -	6	24 9 6	89	287 15 6	23	44 9 9	58	149 1 2		
Into Leven and Methill - -	-	- - -	1	3 13 6	1	3 13 6	4	10 16 6		
Into Kingearn Roads - -	-	- - -	1	9 19 6	-	- - -	-	- - -		
Into Milford - - - -	1	6 - -	-	- - -	-	- - -	-	- - -		
Into Morison's Haven - -	-	- - -	78	56 - -	-	- - -	25	16 - -		
Into Newburgh - - - -	-	- - -	-	- - -	1	1 15 -	-	- - -		
Into Perth - - - -	1	1 3 -	-	- - -	5	8 2 -	1	1 5 -		
Into Portmahomach - - -	-	- - -	35	33 9 -	-	- - -	2	2 2 -		
Into Queensferry - - - -	-	- - -	-	- - -	-	- - -	1	1 4 -		
Into Stirling - - - -	-	- - -	-	- - -	-	- - -	2	1 1 -		
Into St. Andrew's - - - -	-	- - -	37	25 - 3	-	- - -	-	- - -		
Into St. David's - - - -	-	- - -	13	12 6 6	-	- - -	77	60 2 6		
Into Shetland Isles - - -	-	- - -	2	1 10 -	-	- - -	2	2 17 6		
Into Tayport - - - -	-	- - -	1	1 1 -	1	1 1 -	2	2 - -		
Into Wemyss - - - -	-	- - -	10	8 - -	-	- - -	117	87 10 -		
TOTAL - - -	23	51 15 -	631	997 10 9	243	332 16 1	1,099	1,396 17 3		

(2.)—OUTWARDS.

Out of Alloa, Clackmannan, and Kincardine - - - -	11	15 18 -	50	86 4 4	31	44 14 10	121	156 15 4		
Out of Bo'ness and Roads - -	-	- - -	45	91 18 9	-	- - -	38	69 8 1		
Out of Burntisland - - - -	-	- - -	-	- - -	-	- - -	1	1 16 9		
Out of Charleston and Limekilns	-	- - -	11	4 2 -	-	- - -	134	52 3 9		
Out of Dingwall - - - -	-	- - -	33	24 5 4	-	- - -	-	- - -		
Out of Dundee - - - -	2	16 - -	8	54 - -	-	- - -	-	- - -		
Out of Grangemouth and Carron Roads - - - -	2	1 18 6	107	129 6 -	73	111 17 5	115	190 3 3		
Out of Granton - - - -	-	- - -	5	8 5 -	-	- - -	22	39 15 -		
Out of Inverness - - - -	-	- - -	-	- - -	-	- - -	6	5 8 6		
Out of Kennet Pans - - - -	1	- 12 6	-	- - -	-	- - -	-	- - -		
Out of Leith and Roads - -	2	7 15 7	36	142 12 4	1	1 3 -	14	31 17 11		
Out of Shetland Isles - - -	-	- - -	2	1 10 -	-	- - -	2	2 17 6		
TOTAL - - - -	18	42 4 7	297	542 9 9	105	157 15 3	453	550 6 1		

TRINITY HOUSE OF LEITH—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received for pilots' licences, and annual payments - - -	139 13 -	By adverse balance on last account -	127 16 -
To gross amount earned for—		By amount paid for salaries, estimated at - - - - -	150 - -
Inward pilotage - £. 2,778 19 1			
Outward pilotage 1,292 9 8			
To balance due - - - -	138 3 -		
	£. 277 16 -		£. 277 16 -

22 February 1890.

James Dick, Secretary.*Note.*—The Leith Trinity House does not intromit with any pilotage fund or pilots' earnings.

HARBOUR AND DOCKS OF LEITH.

BYE-LAWS and REGULATIONS.

See p. 156 of Parl. Paper, No. 156 of 1889

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Armour - - -	70	Robert Hume - - -	42	William Paterson, No. 1 -	65
John Brock - - -	53	Thomas Hume - - -	34	William Paterson, No. 2 -	33
Peter Bryson - - -	44	Philip Jarvie - - -	68	David Proudfoot - - -	53
Robert Carnie - - -	67	David Jardine - - -	44	Robert Paterson, No. 1 -	36
William Carnie - - -	48	John Liston, No. 1 -	66	Robert Paterson, No. 2 -	34
John Carnie - - -	67	William Liddell - - -	66	William Paterson, No. 3 -	29
Thomas Carnie - - -	75	John Lindsay - - -	46	Michael Padge - - -	47
Richard Corson - - -	64	James Braid Lyle - - -	48	William Ramsay - - -	67
George Combe - - -	62	John Liston, No. 2 -	37	James Robertson - - -	61
James Carnie Combe -	47	Walter Liston - - -	40	James Mowat Robertson -	41
Ebenezer Carnie - - -	36	Robert Lyle - - -	36	Adam Rutherford - - -	30
Thomas Combe - - -	37	William Liston - - -	38	Andrew Stevenson - - -	69
James Carnie (Main) -	38	John M'Kenzie - - -	69	George Stewart - - -	72
Thomas Dryborough -	44	William Mills - - -	41	Thomas Wilson (Linton) -	57
William Dawson - - -	38	Robert Noble - - -	39	Andrew Wilson, No. 1 -	68
Alexander Donaldson -	48	Edward Neils - - -	49	John Wilson, No. 1 - -	57
David Dryburgh - - -	25	William Noble - - -	33	John Wilson, No. 2 - -	38
James Dryburgh - - -	29	James Paterson - - -	79	Robert Wilson - - -	40
John Flucker - - -	35	George Paterson - - -	37	Andrew Wilson, No. 2 -	32
James Graham - - -	69	Thomas Paterson - - -	50	James White - - -	36
Daniel Hall - - -	69				

HARBOUR AND DOCKS OF LEITH—*continued.*AMOUNT received for PILOTAGE of VESSELS in 1889.
INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
From and to any point required within the limits of the Port, as extended for Pilot- age purposes by Article VIII. of the Bye-laws and Regu- lations	45	47 6 11	14	14 19 3	215	403 8 6	27	47 - -	5	6 3 9	19	15 14 7	129	142 15 6	247	261 14 4	701	928 17 10

Pilotage not compulsory. No record of pilotage outwards; the inward pilotage only being payable to this authority for behoof of the pilots, in accordance with the regulations, copies of which accompanied previous Returns. But the amount of outward pilotage for the year, according to returns made by the pilots, at the request of the authority, or the purpose of this Return, is about 330 *l.*

The pilotage outwards is payable directly to the pilots. The pilotage authority has therefore no record of it, the amount thereof received by the pilots is not known to the authority; and there are no materials for making any further return of the particulars required by this Schedule.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - - -	928 17 10	By amount paid to pilots - - -	859 4 6
		By amount paid to pilots' fund -	46 8 11
		By amount applied to expense of collection - - - -	23 4 5
£.	928 17 10	£.	928 17 10

Note.—The Commissioners for the Harbour and Docks of Leith, the pilotage authorities making this return, have no concern, nor anything to do with the pilots' and widows' fund beyond paying over the above 48 *l.* 8 *s.* 11 *d.*, which is 5 per cent. on inward pilotage received.

29 January 1890.

John Turry, Clerk.

PORT OF MONTROSE.

Limits of Pilotage District.—Into and out of the Harbour of Montrose.

RULES and REGULATIONS.

Pilot Master.

1. The whole licensed pilots shall be under the strict superintendence and control of the pilot-master, who shall see that the pilots do their duty, that regular attendance is given, and that the vessels requiring assistance of pilots are promptly supplied; and generally the pilot-master shall exercise an active management and superintendence over the pilots, and everything appertaining to the pilotage of the port.

2. The pilot-master shall immediately report to the Harbour Trustees any instance of a pilot neglecting or delaying to afford the requisite assistance to any vessel, or vessels, requiring it, or any case where a pilot shall be guilty of violating the regulations, or disobeying the orders of the pilot-master.

3. The pilot-master shall submit a report to the Harbour Trustees at the monthly meeting in August in each year, on the conduct of the pilots in general, naming those of them who appear to him to require particular notice, either for their good or bad behaviour.

4. The pilot-master shall weekly visit the lighthouses, and see that the lighthouse keeper maintains the lights in proper order; and he shall immediately report to the Harbour Committee if any thing is amiss or defective in this department. He shall also assist in enforcing the regulations for the collection of the shore, light, and other harbour dues, and shall ascertain that such have been paid before vessels are allowed to go to sea.

5. The pilot-master shall keep a correct account of the pilotage dues on all vessels coming in and going out

of the port, and shall collect the dues from the parties liable therefor, and pay the same to the pilots.

6. The pilot-master shall attend to the orders of the Harbour Trustees, or any committee of their number. Any complaint against him shall be made to the trustees or to the Committee, who shall inquire into, and judge of the same.

Pilots.

1. No person shall act as a pilot without being previously licensed by the Harbour Trustees.

2. The pilots must give ready obedience to all the orders of the pilot master, and comply with his directions in every particular. Every pilot taking charge of any vessel shall have a sufficient boat, and in the case of a vessel not exceeding 100 tons register the pilot shall have at least two men in the boat, exclusive of himself; in the case of a vessel exceeding 100 tons register, but not exceeding 300 tons register, he shall have, at least, three men in the boat, exclusive of himself; and in the case of all vessels exceeding 300 tons register, he shall have at least four men in the boat, exclusive of himself; and he shall, with his boat and crew, remain with the vessel until she is safely moored in her berth to the satisfaction of the harbour master. Every pilot boat and crew shall be provided to the satisfaction of the harbour master, and, in the event of any boat being insufficient, or not properly manned, the pilot shall, in the option of the Harbour Committee, forfeit his pilotage dues.

PORT OF MONTROSE—continued.

3. In the case of vessels under 550 tons register, the pilotage money shall be divided equally between and among the pilot and the men required to form the crew of his boat, according to these regulations; and in the case of vessels of 550 tons register and upwards, the pilotage money shall be divided as follows, viz.:—Five per cent. thereof shall first of all be paid to the pilot, and the remainder thereof shall then be divided equally between and among the pilot and the men required to form the crew of his boat, according to these regulations.

4. The first pilot who offers his services at sea to any vessel inward bound to Montrose, and not having a Montrose harbour pilot already on board, shall, although such services are refused by the master or other person having control of the vessel, be entitled to receive one-half of the pilotage dues for the pilotage inwards of such vessel, in case the master, or other person having control of such vessel, shall, after such refusal, employ any other pilot to pilot such vessel inwards into Montrose; and such inward pilotage shall be so divided, notwithstanding that the pilot actually employed may not have been informed that another pilot had previously offered his services, and had been refused.

5. No pilot shall be entitled to go past a smaller vessel to pilot a larger one, but shall be bound to take charge of the nearest vessel requiring pilotage, excepting by express orders of the pilot-master. Any pilot contravening this rule shall not be entitled to recover more dues than the pilotage of the smaller vessel.

6. The pilots are all furnished with licences, and a copy of these regulations which they shall carry about with them on all occasions when employed as pilots, and they shall be obliged to produce them when called upon, otherwise the masters of vessels shall not be bound to accept of their services or pay the dues of pilotage.

7. No pilot shall leave the port for any distant fishing station or elsewhere, without leave of the pilot-master, who must take care that not less than six licensed pilots, with their boats and crews, are always at the port.

8. No pilot shall alter or be privy to any alteration of the terms of his licence, nor shall he sell, lend, or gift these, or any of them to any person, or directly or

indirectly countenance any person, not having a licence, acting as a pilot. Any pilot contravening this rule shall forfeit his licence, and be further liable in a penalty not exceeding 5*l.* for each offence.

9. In case of any pilot disobeying or infringing these regulations in any particular, it shall be in the power of the pilot-master to suspend, in the meanwhile, the pilot offending, and forthwith report the case to the trustees or the committee. All complaints against pilots for breach of duty shall be made to the pilot-master in writing, who shall, in like manner, report the same to the trustees or their committee, who may suspend the pilot offending, abate the whole or any part of the pilotage dues by way of punishment, or deprive the pilot of his licence, as the circumstances of such case may require.

10. Any person acting as a pilot without being licensed, or after his licence has expired, or has been recalled, shall not be entitled to receive any pilotage dues, and shall moreover, be liable in a penalty not exceeding 10*l.* for each offence.

11. No pilot in charge of any vessel bound for the harbour shall employ a second boat without the sanction of the master, and if one is employed, then the first that offers shall be employed and shall attend to that ship, and must not engage with any other ship till she is moored in the dock or harbour.

12. In the event of more than one pilot being in a boat as part of the crew, only one must act as a pilot, the others shall be held as forming the crew only.

13. When pilot boats cannot get to sea, they shall take their turn for ships requiring pilots, in order of their arrival at the mouth of the harbour (provided the boat is always kept afloat and in readiness), and in case the tug could tow out the boat, then the first on turn may do so if inclined, or in case of his refusal, then the next in turn, and so on in regular turn.

14. Where a vessel requires the services of a boat merely to run out lines, or to assist in docking, a boat, having a pilot on board, may render such services, but will not be allowed to board the vessel below the upper lighthouse.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Coull - - -	-	James Stewart - - -	-	Alexander Summers - - -	-
David Coull - - -	-	John Pert - - -	-	Andrew Findlay - - -	-
John Coull - - -	-	James Anderson - - -	-	George West - - -	-
John Coull - - -	-	Robert Coull - - -	-	Daniel West - - -	-
David Clark - - -	-	Joseph Coull - - -	-	John Paton - - -	-
John Nicol - - -	-	Thomas Watt - - -	-	Alexander Coull - - -	-

Note.—The ages of the pilots range from 73 to 33 years. The individual ages are not known, and cannot be ascertained.

RATES of PILOTAGE.

Registered Tons.	Vessels from Foreign, Inwards and Outwards.	Vessels Coastwise.			Registered Tons.	Vessels from Foreign, Inwards and Outwards.	Vessels Coastwise.		
		Inwards.	Outwards.				Inwards.	Outwards.	
		£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	
Vessels under 50 tons -	-	- 10 -	- 6 -	- 5 -	400 and under 550 tons	3 - -	1 10 -	1 - -	-
50 and under 75 tons -	-	- 16 -	- 10 -	- 6 -	550 " 1,000 "	4 - -	2 13 6	1 6 6	-
75 " 100 "	-	1 - -	- 12 -	- 8 -	1,000 " 1,250 "	4 10 -	3 - -	1 10 -	-
100 " 150 "	-	1 10 -	1 - -	- 10 -	1,250 " 1,500 "	5 - -	3 6 6	1 13 6	-
150 " 200 "	-	1 15 -	1 - -	- 15 -	1,500 " 1,750 "	5 10 -	3 13 6	1 16 6	-
200 " 300 "	-	2 5 -	1 2 6	- 17 6	1,750 " 2,000 "	6 - -	4 - -	2 - -	-
300 " 400 "	-	2 12 6	1 5 -	1 - -	2,000 and upwards "	6 10 -	4 6 6	2 3 6	-

Pilot master's fee, 5 per cent. on the above rates additional.

Tides' work of boat and crew, as per agreement.

An extra pilotage fee of one half the inwards pilotage dues to be paid by vessels moored fore and aft to both of the stell buoys, and transported from or to the buoys to or from the dock or quays.

PORT OF MONTROSE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

	BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
INWARDS AND OUT- WARDS.	147	£. s. d. 103 2 8	95	£. s. d. - -	-	£. s. d. 413 2 11	-	£. s. d. 516 5 7

The rates of pilotage are charged according to tonnage.

Vessels from foreign are charged a combined pilotage fee for inwards and outwards. The number of vessels paying such fee in 1889 was 95, and the total amount of pilotage paid was 413 *l.* 2 *s.* 11 *d.*

Vessels coastwise are charged separately for inwards and outwards. The number of vessels paying such pilotage fees in 1889 was 147, and the total amount of pilotage paid was 103 *l.* 2 *s.* 8 *d.*

No pilot employed by coaster outwards during year.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>		£. s. d.	<i>Cr.</i>		£. s. d.
To gross amount	Inward and outward pilotage, foreign	413 2 11	By amount paid to pilots, being gross amount of pilotage money collected		516 5 7
received for -	Inward pilotage, coastwise	103 2 8	By balance carried to next account -		20 13 10
Pilotage commission at 5 per cent. from 1st May to 31st December 1889		20 13 10			
	£.	536 19 5		£.	536 19 5

Note.—The offices of harbour master and pilot master are held by one and the same person, who has a fixed salary for the conjoined offices.

The above pilotage commission only came into operation on 1st May 1889, and thus does not reach one-twentieth part of whole year's pilotage.

26 February 1890.

Wm. Ross, Clerk.

PORT OF STONEHAVEN.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 168 of Parl. Paper, No. 154 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Duncan*	67	Arthur Brown	45	Alexander Tarvet	58
George Adam	71	Andrew Brown	31	Robert Lees	46

* Captain pilot.

PORT OF STONEHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.									
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.											
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.								
		£.	s.	d.		£.	s.	d.		£.	s.	d.						
From Sea to Harbour	80	30	8	-	-	-	-	-	3	1	8	-	-	-	83	31	16	-

(2.)—OUTWARDS.

From Harbour to Sea - - -	79	25 16 -	1	- 9 -	-	- - -	3	1 5 -	83	27 10 -
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for -	Inward pilotage -	31 16 -	By amount paid to pilots - - -	- - -	59 6 -
	Outward pilotage -	27 10 -			
	£.	59 6 -		£.	59 6 -

16 January 1890.

D. Carr, Clerk.

PORT OF WICK.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 170 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William M'Leod* - -	65	James M'Kay - - -	68	David Williamson - -	42
Joseph Anderson - -	60	Peter Johnston - -	61	Alexander Mackay - -	36

* Pilotmaster.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From a line drawn from the North Head to the South Head of Wick Bay to the Harbour -]	264	151	6	3	10	5	4	9	15	14	7	6	42	30	1	3	331	200	19	9

(2.)—OUTWARDS.

From the Harbour to a line drawn from the North Head to the South Head of Wick Bay -	231	130 7 3	37	22 1 -	13	12 6 3	44	33 13 9	325	198 8 3
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PORT OF WICK—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

ACCOUNT										
<i>Dr.</i>		<i>£.</i>	<i>s.</i>	<i>d.</i>	<i>Cr.</i>		<i>£.</i>	<i>s.</i>	<i>d.</i>	
To gross amount received for	Inward pilotage	-	200	19	9	By amount paid for salary of pilot master	-	4	-	-
	Outward pilotage	-	198	8	3	By amount paid for in respect of pilot, boats, buoys, &c.	-	6	3	6
					By amount divided weekly amongst pilots	-	389	4	6	
		<i>£.</i>	399	8	-		<i>£.</i>	399	8	-

18 January 1890.

Dan. W. Georgeson, Secretary.

I R E L A N D.

P O R T O F B A L L I N A.

B Y E - L A W S.

— Nil. —

N A M E S o f P I L O T S.

NAMES.	Ages.	NAMES.	Ages.	
Martin Laughney - -	45	Patrick Reynolds - -	40	} Outward pilots.
Patrick Laughney - -	55			
James M'Keown - -	60	James Walsh - - -	68	
James Walsh - - -	35	Harry Henegan - - -	65	} Inward pilots.
Patrick M'Nulty - -	35			
Patrick Walsh - - -	40	Harry Henegan, jun. - -	30	

R A T E S o f P I L O T A G E.

See p. 191 of Parl. Paper, No. 154 of 1889.

A M O U N T r e c e i v e d f o r P I L O T A G E o f V E S S E L S i n 1 8 8 9.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				T O T A L S.	
	C O A S T E R S.					
	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Bar to Quay (seven miles) - - -	59	64 18 -	27	26 6 -	86	91 4 -

(2.)—O U T W A R D S.

From Quay to Bar (seven miles) - - -	59	59 14 -	28	19 7 6	87	79 1 6
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A C C O U N T o f a l l M O N I E S r e c e i v e d a n d e x p e n d e d i n r e s p e c t o f P I L O T S o r P I L O T A G E.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount re-		By amount paid to pilots - - -	170 5 6
ceived for - { Inward pilotage	91 4 -		
- { Outward pilotage	79 1 6		
	£. 170 5 6		£. 170 5 6

21 February 1890.

R. W. Joynt, Secretary.

PORT OF BALLYSHANNON.

Limits of Pilotage District.—An imaginary line drawn from Ballyshannon Waterfall, in the townland of Carrickboy, and thence in a westerly direction along high-water mark, on the south side of Ballyshannon Harbour, through the said townland of Carrickboy, the townlands of Portnasson, Dunmuckrum, and Finner to the south side of the opening in the Sandhills known as "The New Bar," thence along the south side of said New Bar and across Tullan Strand, to meet a line drawn south from Kildoney Point, and from said Kildoney Point in a south-easterly and easterly direction along high-water mark, through the townlands of Kildoney, Ballymacaward, Sheegys, Abbeylands, and Town Parks on the north side of said estuary of Ballyshannon to Ballyshannon Waterfall. (Ballyshannon Harbour Act, 1886, Section 17.)

BYE-LAWS and RATES of PILOTAGE.

At the Court at Balmoral, the 15th day of October 1889.

Present:—The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd Section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its district all or any of the things specified in that behalf in the said section:

And whereas the Ballyshannon Harbour Commissioners, being a pilotage authority within the meaning of the said Act, have, in exercise of the powers vested in them by that Act, made and submitted for the consent of Her Majesty bye-laws fixing the rates to be henceforth demanded and received for pilotage, and the regulations with respect to pilots and pilotage to be

henceforth observed within the Harbour of Ballyshannon, copy of which bye-laws is set forth in the Schedule hereto annexed:

And whereas it has been made to appear to Her Majesty that the said bye-laws are reasonable and proper:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said Merchant Shipping Act, 1854, and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to the said bye-laws, as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

1. A register of pilots shall be kept, each pilot to have a distinct number according to seniority.

2. Each pilot shall take a vessel inwards in turn; the pilot taking a vessel inwards to take same vessel outwards, unless engaged on an inward-bound vessel at the time; in such case the pilot next in turn to take his place.

3. The pilot wilfully neglecting his duty by neglecting to take a vessel inwards or outwards in his turn shall forfeit all claim to any portion of the pilotage payable by the vessel so neglected by him, and in addition shall be liable to a penalty not exceeding 2*l.* sterling.

4. No new pilot shall be appointed who is not able to read correctly and write a legible hand.

5. Every pilot shall at all times when on duty, or when seeking to be so employed, wear a badge in front of his cap, such badge to be supplied by the Board.

6. Each pilot shall have a good boat and boat crew to put him on board in his turn, and each boat shall have a flag staff, with flag attached, to signal vessels, in accordance with the Merchant Shipping Act, 1854.

7. All monies payable by ships for pilotage shall be paid by the master of the ship to the secretary of the Harbour Board, and out of the fund so created the

Board shall, subject to Clause 3, pay the pilots in equal proportions once each month.

8. The following shall be the pilotage rates payable by vessels and shall continue in force until altered, viz. :—

On all vessels, inward pilotage, 2*s.* 6*d.* per foot on vessel's draft.

Outward pilotage 2*s.* per foot on vessels draft.

On all vessels from foreign ports, the rates shall be 1*s.* per foot extra, both inwards and outwards.

9. Each pilot shall in every year take out a licence, for which he shall pay 1*l.* sterling, the year to commence on the third Monday in September of each year.

10. In case the captain of a vessel shall request the pilot to remain on board in the bay while waiting an opportunity to enter the port, the pilot shall be at liberty to make an arrangement with the captain for such extra services, and be paid for such services any agreed on sum not exceeding 5*s.* per day, after 24 hours from first boarding.

11. No pilot shall take a vessel outwards, until the captain produces to him his clearance, under a penalty not exceeding 2*l.*

12. The pilot whose turn it is to take a vessel inwards shall keep a sharp look out for inward-bound vessels, and board such vessels as soon as practicable.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John M'Carthy - - - - -	53	John Morrow - - - - -	39
James Daley - - - - -	51	William Ward - - - - -	34

PORT OF BALLYSHANNON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
		£. s. d.
From Ballyshannon Bar to Quay - - - - -	44	49 1 7

(2.)—OUTWARDS.

From Quay to over Ballyshannon Bar - - - - -	44	25 13 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for pilots' licences - - -	4 - -	By amount paid for salaries of pilots -	74 14 9
To gross amount { Inward pilotage - -	49 1 7	By amount paid for in respect of pilot, boats, buoys, &c. - - -	2 10 -
received for { Outward pilotage - -	25 13 6	By balance carried to next account -	1 10 4
£.	78 15 1	£.	78 15 1

31 March 1890.

Edward Lynch, Secretary.

PORT OF BELFAST.

BYE-LAWS.

See p. 192 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick Benson * - -	57	William Braniff - -	33	William H. Wilson † - -	24
William J. Hutchinson * - -	36	James Stewart - -	31	Daniel Beattie † - -	25
Robert Kennedy - -	70	John Simpson - -	31	Andrew Brines † - -	30
Hugh Hutchinson - -	47	Robert M'Allister - -	31	John O'Connor † - -	37
Thomas Shaw - -	51	John M'Clelland - -	32	John Gillespie § - -	27
Robert J. Benson - -	34	Patrick M'Allister - -	30	Henry Childs § - -	17
James Shaw - -	36	Samuel Ferris - -	35	Alexander Close § - -	29
William J. Simms - -	33	Alexander M'Allister - -	33	John M'Corry - -	30
James H. Kennedy - -	46	Daniel Benson - -	24		

* Pilot Masters.

† Mates.

‡ Apprentices.

§ Boatmen.

|| Cook.

RATES of PILOTAGE.

See p. 194 of Parl. Paper, No. 154 of 1889.

PORT OF BELFAST—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
513	362 8 6	2,298	1,323 19 -	3	3 3 9	260	563 18 1	-	- - -	2	3 4 3	5	6 2 9	74	128 7 9	3,155	2,391 4 1

(2.)—OUTWARDS.

22	21 19 3	453	548 12 5	1	1 8 -	24	37 3 6	-	- - -	14	15 9 -	2	1 5 -	11	10 8 -	827	636 5 2
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Note.—3,446 steamers arrived during the year, and nearly all of them departed without pilots, the masters or mates of same holding certificates, for which the total sum of 371 £. was received.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
* To balance brought from last account	82 13 3	By amount paid for or in respect of pilot boats, buoys, &c.	951 12 4
† To amount of fees received from applicants for—		By wages to pilots - - - -	3,027 9 3
Pilots' licence (Harbour) -	5 - -	† By amount paid for pensions or superannuations—	
Renewals of ditto - - -	75 - -	Pilots - - - - -	104 - -
Ditto - (Sea) - - -	3 - -	Widows - - - - -	20 - -
Masters' and mates' certificates	45 - -		
Renewals of ditto - - -	325 - -		
Re-issue for certificate lost -	1 - -		
To gross amount (Inward pilotage received for - Outward pilotage	2,391 4 1		
To amount received from other sources, specifying them 20 per cent. off pilots' wages - - -	608 - 10		
To balance - - - - -	13 11 6		
£.	4,103 1 7	£.	4,103 1 7

* The credit balance from last account, 82 £. 13 s. 3 d., was transferred to the general account of receipts and expenditure of the harbour, as has been the custom with all debit balances in former years.

† Pilot masters and mates are not licensed. The renewal fee for out-pilots is 10 s. per year.

‡ There are no regulations in force for the administration of pensions or superannuations to pilots, &c.

26 February 1890.

W. A. Currie, Secretary.

PORT OF CARLINGFORD BAR.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 195 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Cunningham -	70	Donald Campbell - -	61	John Maginnis - -	37
John M'Aver - - -	60	James George - - -	40	George Mills - - -	35
Robert Miller - - -	54	James Coffee - - -	37	Patrick Cunningham -	35
Henry Townley - - -	54	Peter Morgan - - -	38	William Cunningham -	34

AMOUNT received for PILOTAGE of VESSELS in 1889.

(No information given.)

20 January 1890.

Thomas Smith, Harbour Master.

PORT OF COLERAINE.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 197 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
Joseph M'Curry - - -	65	Edward Steel - - - -	50

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the High Sea to Coleraine - -	10	7 6 2	-	- -	2	2 2 -	12	9 8 2

(2.)—OUTWARDS.

From Coleraine to the High Sea - - -	12	4 4 3	1	- 6 -	1	- 6 -	14	4 16 3
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Note.—Vessels towed into the port by steam tug, unless an extra pilot is employed, are exempt from pilotage, as also steamers where masters holds a pilotage certificate.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount re- ceived for - { Inward pilotage	9 8 2	By amount paid for salaries of pilot -	65 - -
- { Outward pilotage	4 16 3		
To balance written off to profit and loss account, the annual deficiency being chargeable on revenue account	54 6 7	By amount paid for or in respect of pilot boats - - - - -	3 11 -
£.	68 11 -	£.	68 11 -

15 January 1890.

Wm. Eccles, Secretary.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 199 of Parl. Paper, No. 154 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Queenstown.</i>		<i>Queenstown—continued.</i>		<i>River Pilots.</i>	
James Murphy - - -	44	Michael Donovan - - -	53	James Bransfield - - -	75
John Walsh - - -	43	Thomas Martin - - -	46	Michael Shields - - -	55
Daniel Steptoe - - -	39	Denis Murphy - - -	52	Thomas Saunders - - -	35
Patrick Harris - - -	42	John Cotter - - -	46	William Gorman - - -	57
James Bransfield, jun. -	41	John Allen - - -	46	James Geary - - -	49
Edward Dunn - - -	65	John Saunders - - -	57	John Neill - - -	44
John Barry - - -	40	Stephen Walker - - -	36	Edward Neill - - -	60
James Nash - - -	45	John Nash - - -	47		
W. Hawkins - - -	43				
Edward Cotter - - -	75	<i>Bullinacurra.</i>		<i>Branched Captains of</i>	
Peter Walsh - - -	68	Maurice Walsh - - -	29	<i>Steamships.</i>	
Robert Walsh - - -	40	John Fenton - - -	46	Robert Staveley - - -	70
David Oakley - - -	42			Henry Hoare - - -	42
John Whelan - - -	43	<i>Ballycotton.</i>		David Boyd - - -	42
John Cotter - - -	36	David Sullivan - - -	35	Thomas Whipp - - -	34
Bartholomew Mulcahy -	55			Samuel Walton - - -	34
Thomas Lynch - - -	54	<i>Poor Head.</i>		Edward Davies - - -	41
Edward Cotter, jun. -	61	James Whelan - - -	42	John Hetherington - -	47
John Halloran - - -	35			U. R. Boate - - -	38
James Lynch - - -	43	<i>Cape Clear.</i>		John Crawford - - -	61
James Saunders - - -	40	Daniel Cadogan - - -	53	William O'Toole - - -	61
John Walsh - - -	78	William Cadogan - - -	48	James Robertson - - -	62
John Allen - - -	52	Michael Cadogan - - -	63	T. Simmelkair - - -	57
Michael Lynch - - -	34			L. G. Star - - -	56
Michael Lamb - - -	72	<i>Kinsale.</i>		John Stirling - - -	56
William Smith - - -	48	John Nugent - - -	40	Robert Johnson - - -	42
William Regan - - -	43	Daniel Donovan - - -	45	Arthur Wheeler - - -	48
Pat Saunders - - -	73	Jeremiah Warren - - -	54	John Davidson - - -	41
Michael Leahy - - -	44	John Sullivan - - -	42	James Tait - - -	44
Daniel Cashman - - -	39	Cornelius Farley - - -	54	Laurence O'Toole - -	51
Samuel Dunn - - -	34	Edward M'Carthy - - -	49	Donald Henderson - -	39
Edmund Butler - - -	50	Richard Alcock - - -	50	James M. Browne - - -	45
James Courtenay - - -	50	John Gosling - - -	44	Frank M'Menemy - - -	36
Michael Geary - - -	56	Bartholomew Steadwell -	43	Thomas E. Perry - - -	47
James Walker - - -	41	William Fyfe - - -	43	John G. Leyne - - -	49
Edward Lynch - - -	48				
Thomas Barry - - -	55	<i>Crookhaven.</i>			
Michael Lynch - - -	50	Denis Cadogan - - -	39		
William Brown - - -	34	Jeremiah Mabony, jun. -	36		
Edward Olden - - -	41	Charles Ellis - - -	30		
William Mulligan - - -	60	Patrick Cadogan - - -	41		
Robert Love - - -	53	Thomas Beasley - - -	38		
John Horrigan - - -	49	Stephen Downey - - -	40		
James Avon - - -	57	Andrew Beasley - - -	63		
John Lamb - - -	45				
John Dunn - - -	35				

PORT OF CORK—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Queenstown - -	7	29 8 2	-	nil	206	1,206 4 11	138	776 3 1	95	375 19 10	59	282 5 7	495	2,870 1 7
From Sea to Passage - - -	3	15 18 6	1	3 11 3	53	329 10 7	18	92 17 8	9	37 9 5	26	112 4 3	110	591 11 8
From Queenstown to Cork -	50	43 8 -	8	9 3 -	31	47 19 5	12	18 8 6	9	8 11 6	10	9 11 6	120	137 1 11
From Passage to Cork - -	7	8 12 -	1	1 8 6	44	80 1 6	19	26 9 6	13	12 1 -	26	27 12 -	110	156 4 6
TOTAL - - -	67	97 6 8	10	14 2 9	334	1,663 16 5	177	918 18 9	126	434 1 9	121	431 13 4	835	3,554 19 8

(2.)—O U T W A R D S.

From Cork to Passage - -	-	- nil	-	- -	1	- 19 10	5	6 19 2	-	- -	3	2 11 2	9	10 10 2
From Cork to Queenstown or Sea - - -	56	36 7 7	-	- -	69	151 1 6	23	45 18 11	23	25 9 7	23	25 19 10	194	284 17 5
From Passage to Sea - - -	-	- nil	-	- -	1	2 11 3	4	13 6 9	1	3 16 3	3	7 12 6	9	27 6 9
From Queenstown to Sea - -	83	41 1 2	-	- -	75	176 9 5	140	408 11 5	54	72 2 5	31	77 11 1	333	775 15 6
TOTAL - - -	89	77 8 9	-	- -	146	331 2 -	172	474 16 3	78	101 8 3	60	113 14 7	545	1,098 9 10

ACCOUNT of all MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	2,636 19 4	By amount paid for pilots' doctor - -	30 - -
To amount of fees received from applicants for masters' and mates' certificates - - -	6 - -	By amount paid to sick pilots - - -	97 2 6
To amount of fees received from applicants for renewals of masters' and mates' certificates - - -	35 - -	By amount paid for pilots - - -	239 4 -
To amount received as contribution to superannuation fund and sick and widows' fund - - -	146 17 -	By amount paid to widows - - -	24 - -
To amount received for fines and forfeitures from licensed pilots - - -	2 - -	By amount paid to pilots (as per contra) -	4,653 9 6
To gross amount { Inward pilotage - -	3,554 19 8	By balance carried to next account - -	2,641 - 9
paid for - { Outward pilotage - -	1,098 9 10		
Interest on capital invested - - -	104 10 11		
Grant from Cork Harbour Commissioners -	100 - -		
£.	7,684 16 9	£.	7,684 16 9

PORT OF CORK—*continued.*

Cork Harbour Pilots' Superannuation and Sick Fund Balance Sheet for the Year ending 31st December 1889.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount brought forward from 1888 -	2,636 19 4	By cash to pensioners, 12 in number -	239 4 -
To pilots' subscription - - - -	146 17 -	By cash to sick, 13 in number - - -	97 2 6
To one licence to captain - - - -	6 - -	By cash to doctor - - - - -	30 - -
To fines - - - - -	2 - -	By cash to widows, three in number -	24 - -
To Clyde Shipping Company, captains' fees - - - - -	16 - -	By balance to credit of fund - - -	2,641 - 9
To City Cork Steam Packet Company, captains' fees - - - - -	19 - -		
To one year's interest on 465 L. Great Southern and Western Railway Stock -	22 2 -		
To interest on 165 L. 18 s. Two and three-quarters per Cent. Government Stock -	4 8 11		
To interest on 2,000 L. Four per Cent. Corporation Stock - - - - -	78 - -		
To two grants of 50 L. by the Cork Harbour Commissioners - - - - -	100 - -		
	£. 3,031 7 3		£. 3,031 7 3

STATEMENT of Investment of Capital.

	£. s. d.
In Cork Corporation Four per Cent. Stock - - - - -	2,000 - -
In Great Southern and Western Railway Stock - - - -	465 - -
In Government Two and three-quarters per Cent. Stock - - -	165 18 -
In credit in Bank of Ireland - - - - -	10 2 9
	£. 2,641 - 9

4 February 1890.

William Donegan, Secretary.

PORT OF DROGHEDA.

RULES and REGULATIONS, &c.

See p. 204 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

First Class.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Boylan - -	56	Patrick Garvey - -	38	James Rourke - -	59
Francis Finegan - -	30	Joseph Hanlon - -	55	Thomas Cunningham - -	60
John Owens - - -	55	John Whearty - - -	44	Laurence Garvey - - -	40
Thomas Sweeny - - -	60	Patrick Hodgins - - -	45	Owen Crolly - - -	56
Patrick Sheridan - -	49	Thomas Reynolds - -	55	Richard Lynch - - -	36
Richard Boylan - - -	52	Thomas Owens - - -	66	Thomas Lynch - - -	35
John Freeman - - -	63	John Reynolds - - -	36	George Owens - - -	64
John Sheridan - - -	50	Thomas Reynolds - -	41	James Finegan - - -	37
Patrick Sheridan - -	72	John Boylan - - -	58	James Mooney - - -	53
John Branigan - - -	49				

PORT OF DROGHEDA—continued.

NAMES of PILOTS—continued.

Second Class.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick Morgan - -	64	Patrick Reynolds, jun. - -	38	Patrick Boylan - - -	64
John M'Guirk - - -	56	James Crolly - - -	32		

It is ordered that each pilot shall provide himself with a signal or flag, on which is to be inscribed the words "Port of Drogheda," and the number of his certificate. It is also ordered that when a pilot boards a ship for which he is classed he shall hoist his signal or flag on the gaff end, or on some other conspicuous place aft of such ship, to indicate that a pilot has charge.

Should this precaution be neglected, the pilot who shall appear alongside of and offer his services to such ship will receive the pilotage thereof. The points between which pilots are required by the 202nd section of the above Act, to offer their services, are in that part of the open sea between Clogher Head and the Skerries. The pilots are likewise requested to afford every information and assistance in their power to masters of vessels frequenting this port. Pilots are bound to produce their certificates on boarding vessels, if so required.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From the Bay or Bar of Drogheda to the Quays of Drogheda.	81	£. s. d. 41 10 6	152	£. s. d. 101 10 10	2	£. s. d. 2 15 2	5	£. s. d. 4 3 6	240	150 - -

(2.)—OUTWARDS.

From the Quays of Drogheda to the Bay or Bar of Drogheda.	42	£. s. d. 82 7 -	191	£. s. d. 127 17 4	4	£. s. d. 13 6 6	3	£. s. d. 5 1 4	240	£. s. d. 228 12 2
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for masters' and mates' certificates - - - - -	- 5 -	By amount paid for salary of secretary, $2\frac{1}{2}$ per cent. - - - -	9 12 11
To gross amount (Inward pilotage received for - { Outward pilotage -	150 - - 228 12 2	By amount paid for two pilot certificates - - - - -	- 5 -
£.	378 17 2	By amount paid for pilotage - - -	368 19 3
		£.	378 17 2

20 February 1890.

John M'Namara, Secretary.

PORT OF DUBLIN.

BYE-LAWS.

See p. 206 of Parl. Paper, No. 154 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Doyle - - -	71	Joseph Warren - - -	56	Robert Emo - - -	38
James Warren - - -	69	Thomas Roche - - -	46	Thomas Doyle (2) - - -	35
James Kelly - - -	69	Terence Smyth - - -	53	Patrick Murray - - -	40
Joseph Archbold - - -	59	John Bowes - - -	47	Peter Cullen - - -	33
Michael Doyle - - -	70	James Murray - - -	47	James Hanlon - - -	32
Peter Tallant - - -	52	Matthew Farrell - - -	42	James Gallagher - - -	35
James Byrne - - -	46	Daniel Kinsella - - -	38	James Cullen - - -	53
Peter Glynn - - -	46	John Warren (1) - - -	40	John Warren (2) - - -	37
Christopher Tallant (2) - - -	57	William Warren - - -	41	Michael Tallant - - -	45
James Sharkey - - -	60	Thomas Doyle (1) - - -	40		

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph Archbold - - -	19	James Tallant - - -	25	Richard Sharkey - - -	19
John Maher - - -	18	Thomas Farrell - - -	19	George Pender - - -	18

All licensed.

RATES of PILOTAGE.

See p. 208 of Parl. Paper, No. 154 of 1890.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outside to Dublin - - -	903	1,312 7 -	98	331 12 3	-	- - -	39	133 16 -	1,038	1,777 15 3
From Inside to Dublin - - -	984	777 5 9	130	291 4 6	5	5 16 6	86	91 9 -	1,135	1,165 15 9
From Outside to Kingstown - - -	90	107 17 6	2	7 15 6	-	- - -	-	- - -	92	115 13 -
From Inside to Kingstown - - -	58	33 15 6	-	- - -	3	3 10 -	-	- - -	61	37 5 6
TOTAL - - -	2,015	2,231 5 9	228	630 12 3	8	9 6 6	75	225 5 -	2,326	3,096 9 6

(2.)—O U T W A R D S.

From Docks and Quays to Poolbeg Lighthouse.	777	401 5 -	21	17 1 6	12	9 12 -	16	13 3 -	826	441 1 6
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PORT OF DUBLIN—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for masters' and mates' certificates - - -	54 - -	By balance brought forward - - -	7,572 10 9
To amount of fees received from applicants for renewals of masters' and mates' certificates - - -	103 6 -	By amount paid for salaries of officers -	200 - -
To amount received as contribution to superannuation and wives' fund -	398 6 8	By amount paid for rent of offices, &c. -	22 6 8
To amount received for fines and forfeitures from licensed pilots - -	2 - -	By amount paid to pilots - - -	2,749 - 5
To gross amount Inward pilotage received for - (Outward pilotage -	3,096 9 6 441 1 6	By amount paid for repairs, &c. - - -	538 2 4
To amount received from rent from cottages - - -	38 15 -	By amount paid for pensions or superannuations to pilots - - -	338 2 3
To amount received from sale of old stores -	27 10 6	By amount paid for pensions or superannuations to widows - - -	40 - -
To debit balance - - -	7,557 15 5	By amount of contributions to the superannuation fund - - -	259 2 2
£.	11,719 4 7	£.	11,719 4 7

17 January 1890.

N. Proud, Secretary.

PORT OF DUNDALK.

REGULATIONS.

See p. 211 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick Gorman - -	53	Thomas Connell - -	54	Michael Green - -	47
James Gorman - -	26	James Connell - -	43	William Hughes - -	55
Patrick Neco - -	56	James Sheelan - -	80	Patrick M'Cadle - -	61
William Neco - -	52	Thomas Gallaher - -	43	John Lamb - -	60
Thomas Ferguson - -	50	Owen Gallaher - -	48	Patrick Callan - -	60
James Ferguson - -	47	Thomas Nugent - -	60	Thomas Gray - -	31
Michael Murnihan - -	45	John Hughes - -	39	James Woods - -	28
Mathew Murnihan - -	53				

RATES of PILOTAGE.

See p. 211 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.										
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.												
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.									
		£.	s.	d.		£.	s.	d.		£.	s.	d.							
Bay to Quay, about five miles -	-	306	6	-	-	36	11	3	-	-	-	-	9	2	3	684	351	19	6

(2.)—OUTWARDS.

Quay to Bay, about five miles -	-	289 - -	-	23 15 6	-	- - -	-	7 3 3	684	319 18 9
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PORT OF DUNDALK—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and wives' fund -	30 13 1	By balance from last year - - -	100 19 1
To gross amount received for { Inward pilotage -	351 19 6	By amount paid to pilots - - -	613 16s 3
{ Outward pilotage -	319 18 9	By amount paid for pensions or superannuations to pilots - - -	77 5 -
To balance - - - - -	92 9 -	By amount paid for pensions or superannuations to widows - - -	3 - -
£.	795 - 4	£.	795 - 4

23 April 1890.

John F. Farrell, Secretary.

PORT OF GALWAY.

Limits of Pilotage District.—See Bye-laws Nos. 1, 2, and 3.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

BYE-LAWS, RULES, and REGULATIONS for Pilots and Pilotage in the Port and Harbour of Galway, duly made by the Harbour Commissioners, under and by virtue of the Galway Harbour and Port Act, 1853, and of the several Acts incorporated therewith, and sanctioned by the Board of Trade, and duly allowed and confirmed as by law required.

1. That the Port of Galway shall be, and the same is hereby divided into two Pilotage Districts, one to be called the Outer Pilotage and the other the Inner Pilotage.

2. That the Outer District shall extend from a line from Gulin Head, in the County of Galway, to the western point of the Arran Islands, in said county, and from thence to Hag's Head, in the County of Clare, and to the Roadstead of Galway, in the County of the Town of Galway.

3. That the Inner Districts shall extend from the Roadstead to the Docks and Quays.

Pilotage Rates from Arran to Roadstead, and vice versa, to 500 Tons.

On vessels of	50 tons and under	75 tons	£. s. d.
" 75	" 100	" 125	17 6
" 100	" 125	" 150	1 2 6
" 125	" 150	" 175	1 10 -
" 150	" 175	" 200	1 15 -
" 175	" 200	" 225	2 - -
" 200	" 225	" 250	2 5 -
" 225	" 250	" 275	2 10 -
" 250	" 275	" 300	2 15 -
" 275	" 300	" 325	3 - -
" 300	" 325	" 350	3 5 -
" 325	" 350	" 375	3 10 -
" 350	" 375	" 400	3 15 -
" 375	" 400	" 425	4 - -
" 400	" 425	" 450	4 5 -
" 425	" 450	" 475	4 10 -
" 450	" 475	" 500	4 15 -
" 475	" 500	" 550	5 - -
" 500	" 550	" 600	5 5 -
And for vessels of 500 tons and under	600 tons	700 tons	5 - -
" 600	" 700	" 800	5 10 -
" 700	" 800	" 900	6 - -
" 800	" 900	" 1,000	6 10 -
" 900	" 1,000	" 1,200	7 - -
" 1,000	" 1,200	" 1,400	7 10 -
" 1,200	" 1,400	" 1,600	8 - -
" 1,400	" 1,600	" 1,800	8 10 -
" 1,600	" 1,800	" 2,000	9 - -
" 1,800	" 2,000	" over 2,000	9 10 -
			10 - -

Two-thirds of the above rate, from 500 tons, to be allowed from Blackhead to the Roadstead, and *vice versa*.

Pilotage Rates from Blackhead to Roadstead, and vice versa, to 500 Tons.

On vessels of	50 tons and under	75 tons	£. s. d.
" 50	" 75	" 100	- 12 6
" 75	" 100	" 125	- 15 -
" 100	" 125	" 150	- 1 - -
" 125	" 150	" 175	- 1 2 6
" 150	" 175	" 200	- 1 5 -
" 175	" 200	" 225	- 1 7 6
" 200	" 225	" 250	- 1 10 -
" 225	" 250	" 275	- 1 12 6
" 250	" 275	" 300	- 1 15 -
" 275	" 300	" 325	- 1 17 6
" 300	" 325	" 350	- 2 - -
" 325	" 350	" 375	- 2 2 6
" 350	" 375	" 400	- 2 5 -
" 375	" 400	" 425	- 2 7 6
" 400	" 425	" 450	- 2 10 -
" 425	" 450	" 475	- 2 12 6
" 450	" 475	" 500	- 2 15 -
" 475	" 500	" 550	- 2 17 6

2 s. 6 d. for every 25 tons additional.

Inner Pilotage District, which is compulsory, from Roadstead to Dock.

For vessels of	50 tons and under	75 tons	£. s. d.
" 50	" 75	" 100	- 6 3
" 75	" 100	" 125	- 7 6
" 100	" 125	" 150	- 10 -
" 125	" 150	" 175	- 11 3
" 150	" 175	" 200	- 12 6
" 175	" 200	" 225	- 13 9
" 200	" 225	" 250	- 15 -

And so in proportion of every 25 tons additional, and the like charges from the Dock to the Roadstead.

4. The pilotage fees, whether for the Inner or Outer Pilotage, is not to be paid to the pilots, but to the collector appointed by the Commissioners to receive them.

5. The first of the duly licensed out pilots who boards a vessel shall be entitled to the fees allowed by the schedule for the outer pilotage.

6. Any licensed outer pilot who may wilfully neglect to offer his services to any vessel coming into port, at the outside limits above described, or who shall pass a vessel which has a signal for a pilot flying, for the purpose

PORT OF GALWAY—*continued.*

purpose of taking charge of any other vessel, shall, on satisfactory proof before the Commissioners, forfeit his licence, or a penalty not exceeding 5*l.*, at the discretion of the Commissioners.

7. The licensed out pilot shall bring all vessels to anchor at the Roadstead of Galway, or give up charge at the said place to the pilot master or his assistant, in the event of the wind and tide answering for going into dock at once.

8. It shall be the duty of the pilot master or the inner pilot to board every vessel on rounding the lighthouse at Mutton Island, if the winds and the tide be favourable for bringing her into dock immediately, which is hereby required to be done, under favourable circumstances, at any time of the day or night during spring tides, and between sunrise and sunset during neap tides.

9. That whenever the pilot master boards any vessel on rounding Mutton Island, for the purpose for bringing such vessel into dock at once, without coming to anchor at the Roadstead, or whenever he shall board any inward-bound vessel at anchor there, before weighing same, or any outward-bound vessel moored in the docks, before leaving her mooring, coming in or going out by that tide, he shall have sole charge and command of such vessel, in piloting her into or out of dock, as the case may be, and in every case he shall, having due regard to the state of the wind and tide, and draught of water drawing by vessels going in or out, direct the time and order in which such vessel shall be piloted into and out of dock.

10. The pilot master shall see that the outer pilots return to the stations without unnecessary delay, after bringing up vessels to the Roadstead, and he shall also superintend the conduct of the several pilots, and from time to time report the same to the Commissioners.

11. Masters of vessels at anchor at the Roadstead, or moored in dock, shall give at least two hours' notice, before high water, to the pilot master, of their intention of coming into or going out of dock.

12. If through the neglect or default of the pilot master or his assistant, any vessel be detained coming into or going out of dock, such pilot master or his assistant, as the case may be, shall either forfeit his licence or such other penalty, not exceeding 10*l.*, as the Commissioners shall direct.

13. Any pilot belonging to either inner or outer stations, in a state of intoxication, taking charge of a vessel or who shall become intoxicated while in charge thereof, on sufficient proof before the Commissioners, shall forfeit his licence.

14. That duly qualified persons, of unblemished character, who have hitherto acted for five years in the capacity of pilot in the Port of Galway (whether licensed or not), and all persons who shall hereafter serve an apprenticeship of five years to any licensed pilot of the port, and who are duly qualified, shall be considered eligible to obtain a licence as pilot in the Port of Galway, but that no person under the age of 20 years, or over 60, shall be so licensed.

15. Every pilot, on boarding a vessel, must produce to the master his licence, with a printed copy of these regulations.

16. That the authority of the master pilot is in all cases to be deferred to by the assistants, who in case of any abuse of the power thus reposed in him, may appeal to the board, by whom, if proved to their satisfaction, such abuse will be visited very severely, even to the extent of dismissal.

These bye-laws to be in force only until notice of further alteration is given by the Board of Trade.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Neil Delargy, sen. - - -	48	Thomas Allen - - -	50	John Jack Joyce - - -	42
Joseph Burbidge - - -	36	Michael Joyce - - -	49	Pat. Joyce - - -	46
Bartholomew Oliver - - -	50	Anthony Flaherty - - -	40	Peter O'Donnell - - -	35
Michael Walsh - - -	44	Thomas Gill - - -	35	Michael O'Donnell - - -	50
Francis Fowler - - -	46	Bartholomew Connolly - - -	34	John O'Donnell - - -	36
Neil Delargy, jun. - - -	30	Michael Hernon - - -	35	Michael Larkin - - -	42
Gregory Yorke - - -	27	Stephen Joyce - - -	43	Thomas Corless - - -	44

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Dock - -	96	50 - -	24	14 - -	15	34 - -	6	14 3 1	141	112 3 1

(2).—OUTWARDS.

From Dock to Roadstead - -	96	50 - -	24	14 - -	15	34 - -	6	14 3 1	141	112 3 1
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Note.—Twenty-four vessels took pilots at Arran Islands to Roadstead; amount of pilotage paid for same, 120*l.* 10*s.* 3*d.*

PORT OF GALWAY—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>		£. s. d.	<i>Cr.</i>		£. s. d.
To gross amount	Inward pilotage - -	120 10 3	By amount paid to pilots - - - -		232 13 4
received for	Outward pilotage - -	112 3 1			
	£.	232 13 4		£.	232 13 4

7 February 1889.

R. Stephens, Secretary.

PORT OF LIMERICK.

REGULATIONS.

See p. 212 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Limerick District.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Morgan Fitzmaurice - -	55	Thomas Mahony - - -	44	Michael Reynolds - - -	32
Daniel Behan - - -	68	Michael Behan - - -	42	James Hanrahan, jun. - -	30
John Blue ^o - - -	57	Michael Joyce - - -	38	John Fitzmaurice - - -	25
Michael Hanrahan - -	49	John Hanrahan - - -	39	John Hetherington † - -	44
John Joyce - - -	46	Timothy Hanrahan - -	34	Thomas Whipp † - - -	34
John Martin - - -	52	Charles Hanrahan - -	34	William Goggin ‡ - - -	37
Denis Behan - - -	45	Cornelius Behan - - -	33	James Tait † - - -	43
James Hanrahan - - -	44	John Kelly - - -	33		

* Lower Steamship only.

† Clyde Company's Steamer only.

‡ Limerick Steamship Company only.

Western District.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Felix Brennan - - -	65	Michael Brennan - - -	41	Patrick Ahern - - -	34
Stephen Brennan - - -	68	Michael Milligan - - -	39	John Downey - - -	28
Denis Behan - - -	64	Patrick M'Namara - -	38	Michael Kelly - - -	30
Patrick Cahill - - -	55	Patrick Brennan - - -	38	David Lillis - - -	30
Patrick Brennan - - -	55	John M'Donnell - - -	42	John Costelloe - - -	48
Patrick Brennan - - -	56	Daniel Behan - - -	38	David Lillis - - -	47
Denis O'Keeffe - - -	53	Patrick Scanlan - - -	35	Patrick Ahern - - -	52
Thomas M'Namara - -	49	John Milligan - - -	34	Patrick Considine - - -	51
James Martin - - -	48	John Kelly - - -	34	Thomas Kelly - - -	36
Michael M'Mahon - -	47	Thomas Lynch - - -	30	Daniel Kelly - - -	28
Sinan Scanlan - - -	45	Michael Mescall - - -	46	Patrick Kinnane - - -	40
Sinan Griffin - - -	45	Michael Kelly - - -	40	James Keating - - -	50
John Boland - - -	43	Hugh Borough - - -	31		

NAMES of APPRENTICES.

William Martin.
 Timothy Hanrahan.
 Francis Reynolds.

Patrick Considine.
 Joseph Fitzmaurice.
 Patrick Lillis.

Michael Reynolds.
 William Scanlan.
 Sinan Griffin.

PORT OF LIMERICK—*continued*.

RATES of PILOTAGE.

See p. 214 of Parl. Paper, No. 154 of 1889.

SCHEDULE OF PILOTAGE RATES FOR THE RIVER FERGUS.

The Limerick Harbour Commissioners, pursuant to the Limerick Harbour Act, 1867, and of the several Acts of Parliament incorporated therewith, have, in virtue of the powers invested in them, amended the pilotage rates heretofore charged, and substituted the following, to be payable by all vessels arriving in the River Fergus or sailing therefrom :—

Registered Tonnage, Pilotage Rates between Foynes and Clare Quay.

	INWARDS.	OUTWARDS.	
		With Cargo.	Or Ballast.
	£. s. d.	£. s. d.	£. s. d.
Not exceeding 100 tons - - - - -	1 10 -	1 10 -	1 10 -
Exceeding 100 tons and not exceeding 150 tons - -	2 - -	2 - -	2 - -
" 150 " " 200 " - -	2 10 -	2 10 -	2 10 -
" 200 " " 250 " - -	3 5 -	3 5 -	3 5 -
" 250 " " 300 " - -	3 15 -	3 15 -	3 15 -
" 300 " " 350 " - -	4 - -	4 - -	4 - -
" 350 " " 400 " - -	4 15 -	4 15 -	4 5 -

In pursuance of the power vested in them by the "Limerick Harbour Act, 1867," the Board of Trade hereby signify their consent to the above bye-laws.

By order of the Board of Trade, the 25th day of November 1889.

H. G. Calcraft, Secretary.

By order of the Limerick Harbour Commissioners.

29 October 1888.

James Harris, Secretary.

AMOUNT received for PILOTAGE of VESSELS in 1889.

LIMERICK DIVISION.		WESTERN DIVISION.	
Gross Pilotage :	£. s. d.	Gross Pilotage :	£. s. d.
Inwards - - - - -	257 7 3	Outwards - - - - -	709 8 4
Outwards - - - - -	771 13 -	Inwards - - - - -	13 7 8
	1,029 - 3		722 16 -
Paid expenses of keep at Caius Island Station - - - - -	93 5 11	Paid expense of keep on board boat, and maintaining and keeping her in good order - - - - -	117 16 3
Net - - £.	935 14 4	Net - - £.	604 19 9

• ACCOUNT of MONIES in respect of PILOTS or PILOTAGE.

The sum of 3*l.* 2*s.* was received for the renewal of pilots' licences, and this sum was carried to the credit of the harbour revenue.

Note.—In the Western Division five pensioners at half-pay ; in the Limerick Division two pensioners at half-pay.

James Harris, Secretary.

PORT OF LONDONDERRY.

BYE-LAWS.

See p. 215 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Bradley - -	70	George Clarke - - -	59	William Gillespie - -	—
John Gillespie - - -	65	John Smith - - - -	56	Charles M'Carron - -	38
Neal Gillespie - - -	65	Michael Loughrey - -	46	Thomas Faulkner - -	—
Laughlin M'Cann - -	57	Francis Gillespie - -	—	Charles M'Cann - - -	—
Joseph Mitchell - -	55	Con. O'Donnell - - -	—	Daniel M'Devitte - -	—
John Gillespie - - -	62				

Supernumerary Pilots.

Thomas M'Candless. | Samuel M'Candless.

RATES of PILOTAGE.

See p. 216 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Moville	164	£. s. d. 411 19 11	-	£. s. d. -	99	£. s. d. 265 15 2	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	263	£. s. d. 677 15 1
From Sea to Londonderry.	326	502 17 5	162	199 4 6	20	78 11 5	19	52 1 5	-	-	-	-	3	9 12 10	12	28 8 4	542	870 15 11
TOTAL	490	914 17 4	162	199 4 6	119	344 6 7	19	52 1 5	-	-	-	-	3	9 12 10	12	28 8 4	805	1,548 11 -

(2.)—OUTWARDS.

From Londonderry to Sea.	230	209 18 9	47	46 14 2	-	-	10	20 3 6	3	4 9 10	3	3 7 4	2	3 2 5	7	9 16 -	302	297 12 -
From Quigley's Point to Sea.	2	1 12 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1 12 4
From Moville to Sea -	9	2 16 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	2 16 11
TOTAL - - -	241	214 8 -	47	46 14 2	-	-	10	20 3 6	3	4 9 10	3	3 7 4	2	3 2 5	7	9 16 -	313	302 1 3

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences - - -	- 4 -	By balance from last account - - -	70 12 5
To amount of fees received from applicants for masters' and mates' certificates - - -	- 9 6	By amount paid for salary of pilotmaster - -	100 - -
To amount of fees received from applicants for renewals of masters' and mates' certificates -	35 - -	By commission on collection - - -	92 10 7
To gross amount received for { Inward pilotage - - -	1,548 11 -	By amount paid Harbour Commissioners for licences and certificates - - -	42 - -
{ Outward pilotage - - -	302 1 3	By amount paid for rent, boats, maintenance, allowances, fuel, oil, &c. - - -	46 5 11
		By amount paid for expenses of examinations of pilots - - -	6 6 -
		By amount paid for uniform clothing - - -	80 1 9
		By amount paid for pensions or superannuations to pilots - - -	177 10 -
		By amount paid to orphans (allowance) - -	26 - -
		By amount paid to pilots, including assistant pilotmaster - - -	1,195 18 7
		By amount refunded - - -	8 4 8
		By balance carried to next account - - -	53 8 4
£.	1,898 18 3	£.	1,898 18 3

PORT OF NEW ROSS.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Michael Allen - - - -	47	John Keating - - - -	59
Michael Whelan - - - -	45	Harry Payne - - - -	41
Michael O'Brien - - - -	41		

Note.—No other persons acting or permitted to act as pilots.

Vessels coming to this port are obliged to take pilots of the Port and Harbour of Waterford from the entrance of the harbour to the entrance of the River Suir and Barrow, called Cheekpoint, where the Port of New Ross commences, and the amount of pilotage paid to the Waterford Harbour Commissioners is unknown to the Commissioners of this Port.

RATES of PILOTAGE.

See p. 320 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

1.—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	No.	Amount.
		£. s. d.
From New Cheekpoint to Ross* - - - -	140	22 8 6

2.—OUTWARDS.

From Cheekpoint to New Ross - - - -	140	22 8 6
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* No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port of Waterford.

Note.—No account is kept of vessels towed by steam, as all vessels pay the pilotage rate whether towed by steam or not, and always have a pilot on board.

Pilots are paid by captains of vessels for all pilotage since 10th November 1888, and give no return of it.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount		By amount paid for three pensioners -	32 10 -
received for - Inward pilotage -	22 8 6		
Outward pilotage -	22 8 6	Paid pilots' boy - - - -	8 6 6
Balance due - - - -	46 8 9	Paid five pilots - - - -	50 9 3
	£. 91 5 9		£. 91 5 9

13 January 1890.

James Kearns, Secretary.

PORT OF NEWRY.

BYE-LAWS.

See p. 217 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John M'Ateer - - -	48	Charles Bailey - -	58	Alexander Parks - -	43
Alexander Irwin - -	51	Michael Carvill - -	61	James Irwin - - -	45
Robert Toombs - - -	40	John Morton - - -	36	Patrick O'Neill - -	47
Ross Parks - - -	46	John Henry Toombs -	35	James Anderson - -	35

RATES of PILOTAGE.

See p. 218 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Warrenpoint Roads to Newry	218	72 1 6	89	37 17 4	1	2 8 2	3	8 3 7	15	21 11 5	326	142 2 -

(2.)—OUTWARDS.

From Newry to Warrenpoint Roads	190	£. s. d. 32 9 10	117	£. s. d. 22 9 8	-	£. s. d. -	4	£. s. d. 5 18 2	15	£. s. d. 11 - 1	326	£. s. d. 71 17 9
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	142 2 -	By amount paid for inspection of buoys and perches in Newry River, to Arthur O'Neill, dock master -	5 - -
{ Outward pilotage -	71 17 9		
To amount received as per contra -	5 - -	By amount received by river pilots as per contra - - - - -	213 19 9
£.	218 19 9	£.	218 19 9

20 January 1890.

Geo. R. Armstrong,
Secretary.

PORT OF SLIGO.

REGULATIONS, &c.

See p. 218 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Bruen, pilot master -	52	Andrew Kilgallen, jun -	43	Bartley Harte - - -	62
John Bruen, sen. - -	66	Patrick M'Gowan - -	39	Patrick Carway - - -	60
Andrew Kilgallen, sen. -	61	Michael Gillen - - -	39	Michael M'Loughlin, pilot	50
William Gillen - - -	51	Redmond Bruen - - -	39	master.	
James M'Gowan - - -	41	Martin Gillen - - -	30	John Heraghty - - -	48
John Bruen, jun. - - -	45	Andrew Kilgallen, No. 12 -	43	James Carway, jun. - -	48
John Conway - - -	45	James Carway, sen. - -	70		

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph M'Gowan* - -	36	William Bruen* - - -	36	Francis Devaney† - -	21
Francis Feeny* - - -	38	Patrick Bruen* - - -	30	John M'Gowan† - - -	18
Francis Kilgallen* - -	30	Michael Kivelehan† - -	22	Joseph Heraghty† - -	31
Owen Gillen* - - -	32	Michael Kilgallen† - -	22	Michael Heraghty† - -	33

Term of apprenticeship completed 7th August 1883.

† Term of apprenticeship completed 7th January 1890.

‡ Term of apprenticeship completed 23rd May 1882.

RATES of PILOTAGE.

See p. 220 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTAL .	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Wheat Rock to Bungan, and Bungan to Sligo Quays.	284	300 15 2	26	44 16 3	13	35 13 6	4	8 18 3	1	1 10 -	1	2 5 -	4	5 9 -	13	26 3 9	346	425 10 11

(2.)—OUTWARDS.

From Sligo Quays to Sea	31	36 - 9	-	-	-	10	18 - 3	3	3 16 -	-	-	-	-	-	3	3 5 6	9	10 10 -	56	71 12 6
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for renewals of pilots' licences -	- 17 -	By amount paid for salaries of two pilot masters - - - -	24 - -
To amount of fees received from applicants for renewals of masters' and mates' certificates - - -	3 - -	By amount paid for rent of offices, &c.	2 10 -
To gross amount re- (Inward pilotage ceived for - - - Outward pilotage	425 10 11	By amount paid to sea and river pilots	445 9 9
To amount received out of harbour funds - - - - -	71 12 6	By amount paid for pensions or super-annuations:	
	22 18 -	Pilots - - - - -	10 - -
		Widows - - - - -	41 13 8
	£. 523 13 5		£. 523 13 5

15 January 1890.

Stephen M. Cherry, Secretary.

PORT OF TRALEE.

BYE-LAWS.

See p. 221 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Crowley, jun. - -	35	John Goodwin - - -	38	Dennis Murphy - - -	53
William Green - - -	26				
Timothy Crowley, sen. - -	53	Michael Leary - - -	38	Patrick Crowley - - -	29

RATES of PILOTAGE.

See p. 221 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE in 1889.

No information given.

23 January 1890.

Lawrence Redmond, Secretary.

PORT OF WATERFORD.

BYE-LAWS.

1. Waterford pilotage district shall be worked from three stations, namely, Dunmore East (for pilot boat), Passage East, and Waterford. An efficient staff of qualified pilots shall be maintained at each station.

2. The pilots shall be divided into pilots of the first class and pilots of the second class. Only pilots of the first class shall take charge of vessels exceeding 300 tons register between Passage and Waterford, or Waterford and Passage. Every pilot shall be liable to be transferred from the one class to the other, or from one station to the other, as may from time to time be ordered by the pilot committee.

3. Every outward-bound vessel liable for pilotage to sea shall change pilots at Passage, and be given in charge to a pilot from Dunmore Station, except when there shall be no Dunmore pilot at Passage, in which case the vessel shall be given in charge to a Passage pilot. Every inward-bound vessel shall change pilots at Passage, and be given in charge to a pilot of Passage Station, except when there shall be no Passage pilot available, in which case the Dunmore pilot shall bring the vessel on to Waterford, provided, if he be a pilot of the second class, that the vessel does not exceed 300 tons register.

4. The pilot master shall reside at Passage East, and shall maintain direct and constant supervision over all the pilots, visiting the other stations from time to time, as may be expedient; and he shall report in writing, on the pilotage service generally, to each monthly meeting of the harbour board. The pilot master shall also report in writing, specially, to the pilot committee on any particular occurrence calling for remark.

5. Each pilot working between Sea and Passage, or Passage and Sea, shall receive monthly three-fourths of the amount of pilotage rates paid by the vessels which he shall have piloted. Each pilot working between Passage and Waterford, or Waterford and Passage, shall similarly receive three-fifths of the amount paid by vessels which he shall have piloted. The remainder of the pilotage receipts shall be devoted to defraying pensions, superannuations, sick money, salaries, and all establishment and other charges in connection with the pilotage service.

6. Subject to their statutory powers, and to the merits of each particular case, the Commissioners will pay the following superannuations:—

£. 2. 10 s. per month to superannuated pilot boat master.

£. 2. 5 s. per month to superannuated first class pilot.

£. 2 per month to superannuated second class pilot.

Existing pensions to pilots' widows and orphans will not be interfered with, if possible, but no such pensions will hereafter be given except under special circumstances.

7. All the pilots, except those stationed at Waterford, shall pay 1 s. 6 d. per month each for medical attendance, for which they shall be entitled to both attendance and medicine from a duly-qualified practitioner. Every pilot shall be paid at the rate of 15 s. per week sick money whilst absent from duty owing to illness or accident, certified in writing by the medical attendant.

8. In order to defray the expenses of maintenance, &c., of the pilot boat, 10 per cent. that is, 2 s. in each pound sterling, shall be deducted from the net earnings of each pilot, and this 10 per cent. shall be placed to the credit side of the pilot boat account. Should the earnings of the pilots working at the different stations at any time show a disparity in amount of a more than temporary character, the Commissioners will temporarily remit the 10 per cent. deduction in favour of the pilots whose earnings are below the average, or will make such other arrangement as may be equitable and fair.

9. All complaints, petitions, memorials, &c., from the pilots are to be sent to the pilot master, who will forward them to the Commissioners; no communication will be considered by the Commissioners unless forwarded in this way.

10. The following regulations are more especially for the guidance of the pilot boat master and the pilots under his charge:—

(a) The pilot boat master will be held responsible for the efficiency of the Dunmore Station and for the safety of vessels entering the harbour requiring

PORT OF WATERFORD—*continued.*

requiring the services or assistance of pilots under his charge, subject to the general supervision and responsibility of the pilot master.

(b) The pilot boat master shall see that a good look-out is kept at all times, both when the pilot boat is under way and when she is at her moorings, so that vessels entering or leaving the harbour, requiring to take or land pilots, shall be boarded in proper time; and he shall arrange for regular look-out watches to be set and kept at Red Head, and at no other place, when the pilot boat is at her moorings. The pilot on look-out duty shall report at once to the pilot boat master the approach of any vessel to the harbour, so that the pilot boat may be under way in sufficient time, and the vessel boarded at the proper time and place.

(c) In thick or hazy weather, southerly or easterly winds, light or strong, the pilot boat shall not remain at her moorings, but shall at all such times be under way. And only in time of clear weather, and westerly or northerly winds of moderate force, shall the pilot boat be allowed to remain at her moorings, and then only during the day time. In no case whatever shall the pilot boat remain at her moorings after sunset; between sunset and sunrise she shall at all times be under way, and not at her moorings.

(d) The pilot boat master shall see that a sufficient crew is always on board the pilot boat, both when she is under way and when she is at her moorings.

(e) Should vessels pass Dunmore Station by day or night, requiring the service of a pilot, without being boarded, or should foreign-going vessels enter the pilotage limits without being boarded on the outside station, the pilot boat master will be held accountable for any loss that may arise to the pilot establishment from the neglect to board such vessels, unless he can show that there was no neglect or default on his part, or on that of his crew, at the times of such vessels passing.

(f) The pilot boat master shall see that the pilots on duty are always sober and attentive, and shall report at once to the pilot master any breach of discipline, or any intoxication or neglect of duty on the part of any pilot.

(g) At any time when the pilot boat may be driven from her station by stress of weather, or have gone for shelter above Creden Head, such pilots as may be on shore at Dunmore shall keep a good look-out at Red Head, and shall report at once to Passage by telegraph the approach to the harbour of any vessel which may require a pilot. If the telegraph office is closed, the message shall be sent by a car. The Commissioners will defray the cost of the telegram or car as the case may be.

(h) The pilot boat master must devote all his time to the pilot service, and his services must be at all times available.

(i) The pilot boat master shall keep a log book, using two books, one for each alternate month, the book not in use being sent for inspection of the pilot master at Passage, and shall record therein daily the state of wind, sea and weather, and all the movements of the pilot boat and of the pilots under his charge.

(j) Every pilot of the Dunmore Station shall, whenever required by the pilot boat master, assist in performing all the necessary duties; cleansing, painting, &c., on board the pilot boat, giving due attention to her rigging, sails, materials, and punts, and shall at all times submit to and execute the lawful demands of the master or person in charge of the pilot boat. Any refusal or neglect of the duties aforesaid shall be at once reported to the pilot master.

(k) All incidental receipts, such as money for landing channel pilots, &c., shall be paid to and accounted for by the pilot boat master, and such sums shall be divided amongst those entitled to them by the pilot master every month. It is strictly enjoined that every sum of money received by pilots whilst on duty shall be thus dealt with.

(l) The pilot master shall report specially, in writing, to the pilot committee on every occasion on which the pilot boat leaves her station for shelter through stress of weather.

11. Every pilot, immediately after leaving any vessel which may have sustained or caused damage while under his charge, shall report same to the officer at Waterford, pilot master at Passage, or pilot boat master at Dunmore, according to where he lands.

12. Every pilot shall behave himself with strict sobriety, and shall display due respect to the master and officers of every vessel of which he may have charge.

13. No person shall be licensed as a pilot for the service of the Board for Waterford Pilotage District who is above 40 years of age, and who has not been actively employed as a seafaring man, or served the customary probation period of four years in the pilot service, and who cannot give a correct and seamanlike description of the river and harbour and adjacent coasts, the rise and set of the tides, the anchorages and best places where to bring up for a tide, the distances and courses between the several places, the channels, the banks, rocks, shoals, and other dangers, and the landmarks, gauges, buoys, and lights within, or in any manner connected with said pilotage district. Every candidate for such licence must understand the handling and management, under every circumstance, of vessels of the different sorts and rig usually entering the Port of Waterford; how to bring same to anchor, moor, unmoor, and get them under way; and how to give directions for their towage in case of the employment of a tug.

14. Every branch pilot, on observing any alteration in any of the banks, or any obstruction or danger in the fairway, or that any of the buoys or marks have been driven away, damaged, or are out of place, or that any of the lights are not lit during the proper hours, shall immediately on landing report same as per Rule 11. Certificated masters or mates shall, immediately on landing, or at their port of arrival, report to Secretary, Harbour Board, Waterford, any such matter as above set forth that they may have observed when proceeding to or from Waterford; and the Commissioners will defray the cost of a telegram, should such be sent.

15. The pilot of every vessel coming to Waterford shall, if required, moor the vessel in her loading or discharging berth without extra payment, provided same be done within six hours of the vessel's arrival at Waterford. If detained over six hours to berth ship, the pilot shall be paid by the vessel for such berthing service:

Five shillings for any steam vessel, or for a sailing vessel under 500 tons register.

Ten shillings for a sailing vessel over 500 tons register.

Double above charges for a sailing vessel going through Bridge.

Ten shillings for unberthing any steamer or sailing vessel, if pilot's services be required for unberthing same.

16. All applications for a reduction or refund of pilotage dues shall be made within a fortnight of the date of the pilot service, or non-service, in respect of which same may be claimed; otherwise such application shall not be entertained.

17. Any master or commander of a vessel, outward bound, who shall require the services of a pilot, must give notice thereof at the Harbour Office 24 hours at least before he is ready to go down the river; must state the hour at which he shall want the pilot, and should he not be ready to proceed within 24 hours from that time, he is to pay the pilot 5s., and a like sum for each tide he shall subsequently detain him, or the pilot is to be withdrawn, and another not supplied until a second requisition be furnished. Steam vessels requiring pilots at shorter notice will be supplied with same whenever practicable.

18. No candidate shall be examined for a pilotage certificate under the 340th section of the Merchant Shipping Act, 1854, who shall not have had at least twelve months' continuous experience of the harbour and river.

19. No

PORT OF WATERFORD—*continued.*

19. No person to whom a certificate for pilotage shall be granted by the Waterford Harbour Commissioners, under the 340th section of the Merchant Shipping Act, 1854, shall add to or in any way alter such certificate, or make any endorsement thereon, or at any time lend such certificate to any other person.

20. Every person to whom such certificate, or similar certificate from Board of Trade, has been or shall be granted, shall conform himself strictly to all directions which shall be given him by authority of the Harbour Commissioners, so long as the vessel in which he is employed shall be lying within the limits of the authority of the Harbour Commissioners.

21. Every person to whom such certificate, or similar certificate from Board of Trade, has been or shall be granted, shall, when in charge of any vessel for which such certificate may be granted, exhibit from the mast-head, or other conspicuous place, a distinguishing flag of the usual dimensions, the upper horizontal half red, and the lower horizontal half white, in order to show that such vessel has on board a master or mate qualified to act as pilot thereof.

22. Every person to whom such a certificate, or similar certificate from the Board of Trade, has been or shall be granted, shall attend the meetings of the Waterford Harbour Commissioners, or of their pilot committee, upon being required to do so by notice in writing under the hand of the pilot master or the secretary of the Board, to answer any complaint or charge which may be made against him, or to give any information that may be required.

23. Every person who may hereafter receive from Waterford Harbour Commissioners a certificate for pilotage under the 340th section of the Merchant Shipping Act, 1854, shall pay a sum of two guineas for same, and one pound for each annual renewal thereof. Every candidate for such certificate shall prepay the examination fee of three guineas, and in case of failure to pass at first examination he shall be entitled to be re-examined free of charge within 12 months.

24. There are no local rules regulating the passing or overtaking of one vessel by another in the Port and Harbour of Waterford; in all such cases the Board of Trade regulations for preventing collisions should be strictly adhered to.

25. Between Snowhill Quay and the Cove Light no steam vessel, whether going to or coming from the sea, shall exceed *half-speed*, and between the Cove Light and Waterford Bridge no steam vessel when under way shall exceed *slow*.

26. An attention signal shall be sounded by every steam vessel going up or down the river prior to rounding the Cove, the lower end of the Queen's Channel, and Cheekpoint.

27. For any infringement of the pilotage laws, rules, or regulations, or for any neglect of duty, every pilot in the service of the Board, and every certificated master or mate, shall be liable to a fine not exceeding 5*l.*, or to suspension or annulment of his pilotage licence.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES	Ages.
Thomas Power - - -	72	John Glody - - -	50	Thomas Ryan - - -	36
James Barry - - -	61	Maurice Butler - - -	59	Andrew Rogers - - -	39
John Kennedy - - -	49	Thomas Fitzgerald - - -	39	James Donnolly - - -	41
John Rogers - - -	49	Philip Boucher - - -	43	Felix Ryan - - -	40
John Donnolly - - -	49	William Fitzgerald - - -	35	Thomas H. Power - - -	49
Edward Delany - - -	66	Richard Butler - - -	42	Patrick Rogers* - - -	52
Isaac Ryan - - -	51				

* Patrick Rogers is a licensed pilot, but now acts as pilot-boat master.

RATES of PILOTAGE.

See p. 224 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outside Station to Passage East - - -	-	-	-	-	1	3 6 9	1	3 6 9
From Inside Station to Passage East - - -	39	22 4 10	1	5 18 10	-	-	40	28 3 8
From Outside Station to Cheekpoint - - -	-	-	-	-	1	9 13 4	1	9 13 4
From Inside Station to Cheekpoint - - -	155	105 12 10	-	-	-	-	155	105 12 10
From Outside Station to Waterford - - -	-	-	12	134 15 11	21	143 12 1	33	278 8 -
From Inside Station to Waterford - - -	408	515 2 5	25	356 8 1	5	31 18 9	433	903 9 3
From Passage to Waterford - - -	29	15 2 11	-	-	1	2 1 -	30	17 3 11
TOTAL - - -	631	658 3 -	38	497 2 10	20	190 11 11	698	1,345 17 9

(2.)—OUTWARDS.

From Waterford to Passage East - - -	433	271 8 11	-	-	-	-	433	271 8 11
From Waterford to Sea - - -	1	1 - 10	42	280 14 8	28	126 19 5	71	403 14 11
From Cheekpoint to Sea - - -	-	-	-	-	-	-	-	-
From Passage East to Sea - - -	-	-	-	-	3	6 7 11	3	6 7 11
TOTAL - - -	434	272 9 9	42	280 14 8	31	133 7 4	507	686 11 9

PORT OF WATERFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for masters' and mates' certificates and renewals of ditto -	63 3 -	By balance - - - -	6,129 10 -
To amount deducted from pilotage dues received and devoted to superannuations, pensions, sick pay, salaries, maintenance of pilot boat, &c. -	770 16 1	By amount paid for salaries of—	
To gross amount received for—		£. s. d.	
Inward pilotage - 1,345 17 9		Pilotmaster - - - 100 - -	
Outward pilotage - 686 11 9		Clerk - - - - 25 16 8	
2,032 9 6		125 16 8	
Less,—		Less,—	
Deducted as above 770 16 1		Proportion to tonnage, &c. revenue - - 50 - -	
1,261 13 5		75 16 8	
To amount received on account of sale of old pilot boat - - - -	23 14 4	Pilot-boat master and extra hands - - 93 14 4	169 11 -
To amount received from mooring and unmooring fees - - - -	26 5 -	By amount paid for rent of offices, &c. -	13 - -
To balance - - - -	6,187 4 8	By amount paid for pilot boats - -	181 17 9
£. 8,332 16 6		By amount paid for boat service at Passage - - - -	50 - -
		By amount paid for medical attendance - - - -	14 8 -
		By amount paid for management expenses - - - -	23 7 6
		By amount paid for pensions and superannuations:	
		Two superannuated pilot officers -	130 - -
		Eleven superannuated pilots -	270 2 6
		Sick pay to pilots - - -	10 1 4
		Five pensioned widows - - -	40 10 -
		One pensioned orphan - - -	12 - -
		By amount paid to 18 working pilots	1,288 8 5
		£. 8,332 16 6	

15 April 1890.

John Allingham, Secretary.

PORT OF WESTPORT.

BYE-LAWS.

See p. 226 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John Gibbons - - - -	52	Thomas Kelly - - - -	34
Thomas Gibbons - - - -	50	Pat Hopkins - - - -	61
Thomas Gibbons, sen. - - - -	55	Michael Fadden - - - -	36
Pat Kelly - - - -	42		

RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

PORT OF WESTPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From the Lighthouse of Innishgort to any place within the Harbour of Westport.	70	£. s. d. 65 18 10½	9	£. s. d. 57 5 3	3	£. s. d. 10 8 1½	82	£. s. d. 133 12 3

(2.)—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse of Innishgort.	70	£. s. d. 65 18 10½	9	£. s. d. 57 5 3	3	£. s. d. 10 8 1½	82	£. s. d. 133 12 3
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - { Inward pilotage -	133 12 3	By amount paid for salaries of pilots -	240 10 1
- { Outward pilotage -	133 12 3	By amount paid for or in respect of crew of pilot boat -	20 - -
To amount of extra expenditure paid out of the ordinary receipts of the harbour	13 5 6	By amount paid for new pilot boat -	20 - -
£.	280 10 -	£.	280 10 -

6 January 1890.

John Reed, Secretary.

PORT OF WEXFORD.

BYE-LAWS.

See p. 228 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Patrick Cogley* -	65	Michael Blake -	52	Licensed as general pilots within the pilotage limits prescribed by the Wexford Harbour Act, 1874.
Joseph Philips -	57	Laurence Neill -	46	
Robert Blake -	67	Nicholas Devereux -	76	
Michael Brady -	52	Lawrence Duggan -	43	
Martin Furlong -	52	Walter Breen -	41	
Moses Murphy -	51	Patrick Saunders -	38	
John M'Grath -	54	James Saunders -	33	
Nicholas Saunders -	66	William Blake -	30	
William Carley -	66			

EXTRA PILOTS.

Bernard Corish -	78	Michael Rowe -	65	Licensed as extra pilots to pilot within the harbour, i.e., within the limits of an imaginary straight line drawn from the Point of the Fort Rosslare to the Raven Point, but not outside or seaward of such line.
Thomas Kane -	64	Robert Roche -	52	

* Master.

RATES of PILOTAGE.

See p. 229 of Parl. Paper, No. 154 of 1889.

PORT OF WEXFORD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Quay - - -	272	313 - 2	420	590 3 4	-	- - -	4	7 18 4	-	- - -	6	11 10 5	702	922 12 3

(2.)—OUTWARDS.

From Quay to Bay - - -	522	236 10 10	170	80 3 4	3	1 8 -	1	- 15 -	6	3 2 6	-	- - -	702	321 19 8
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ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	521 17 3	By amount paid for salaries of clerk -	30 2 2
To amount received as contribution to widows' fund - - - - -	15 - -	By amount paid for rent of offices, &c.	- 10 -
To gross amount { Inward pilotage -	922 12 3	By amount paid for or in respect of pilot boats and pilots - - -	1,027 1 2
received for { Outward pilotage -	321 19 8	By amount paid for pensions or superannuations of widows - -	15 - -
		By balance carried to next account -	693 15 10
	£. 1,766 9 2		£. 1,766 9 2

29 January 1890.

John F. Walsh, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of Sect. 337

R E C E I P T.

	£. s. d.	£. s. d.
Fees under the Act:		
On pilots' licences issued - - - - -	31 10 -	
On grant of additional qualifications - - - - -	6 6 -	
On pilots' licences renewed (annual dues) - - - - -	1,275 12 -	
On certificates issued to masters and mates - - - - -	208 14 8	
On certificates renewed to masters and mates - - - - -	799 5 8	2,321 8 4
Contributions:		
Poundage on pilots' earnings in London and at the Outports - - -	3,699 0 4	
Dues on turns of pilotage received from Cinque Ports pilots licensed before 1854; 11s. each turn - - - - -	117 3 -	3,816 9 4
Dividends:		
One year's dividend on 94,537 l. 7 s. 6 d. capital, New 2½ per Cent. Consols - - - - -	2,717 19 -	
One year's dividend on a portion of the Cutters' Reserve Fund, ordered by the Board to be carried to this Account - - - - -	451 5 6	3,169 4 6
Miscellaneous:		
Amount received on account of residue unclaimed arising out of the collection and payment of foreign pilotage in the Port of London, under Section 383 of the Merchant Shipping Act, 1854 - - -	200 - -	
Fines and penalties - - - - -	16 10 6	
Amount of choice letter fees unclaimed or forfeited - - - - -	169 2 6	385 13 -
Death Money:		
Amount received from 19 Cinque Ports pilots now surviving of the 143 who compounded in 1854, contributing 6 l. per annum each, and claiming 143 l. on decease - - -	- -	114 - -
		9,806 15 2
Balance to be adjusted in 1890 - - - - -	- -	374 - 8
TOTAL - - - £.		10,180 15 10

Trinity House, London, }
30 April 1890. }

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the *Trinity House*, in respect of PILOTS or PILOTAGE, for the Year ended 31st December 1889.

of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Balance brought forward from 1888	-	-	-	-	-	-	565	7	-
Expenses of carrying the Act into execution (Section 386):									
Salaries to Officers in London:									
Principal	-	-	-	647	10	-			
First clerk	-	-	-	345	-	-			
Second clerk	-	-	-	206	10	-			
Extra clerk	-	-	-	172	16	-			
				1,371	16	-			
Less charged on Cutter Fund	-	-	-	200	-	-	1,171	16	-
Salaries to Local Officers:									
Ruler, Gravesend (including office rent)	-	-	-	257	-	-			
Ruler, Dover	-	-	-	250	-	-			
Clerk, Dover	-	-	-	160	-	-			
Clerk, Deal	-	-	-	160	-	-			
							827	-	-
Stationery, printing, inspection, and incidental expenses	-	-	-			451	8	4	
Law charges	-	-	-			13	10	4	
Pilot offices at Deal and Dover	-	-	-			327	3	3	
Commission on payment of pensions at Outports	-	-	-			101	18	4	
Superannuations:									
Retired chief clerk	-	-	-	260	-	-			
Retired ruler, Gravesend	-	-	-	72	16	8			
							332	16	8
Pensions and Allowances:									3,225 12 11
Paid to Superannuated Pilots, their Widows and Orphans, viz.:									
36 men at 1 <i>l.</i> per annum per year of service	-	-	-						
107 men at rates varying from 8 <i>l.</i> to 16 <i>l.</i> per annum	-	-	-						
337 widows at half rates of deceased husbands	-	-	-				5,036	3	10
163 children at the rate of 2 <i>s.</i> per month each	-	-	-						
Occasional relief	-	-	-				7	-	-
Paid to Superannuated Cinque Ports Pilots licensed before 1854, and their Representatives, viz.:									
11 men at the rate of 50 <i>l.</i> per annum	-	-	-				867	13	2
37 widows at the rate of 12 <i>l.</i> 12 <i>s.</i> per annum	-	-	-						
Pensions to six pilots and widows of pilots occupying the almshouses at Mile End	-	-	-			257	16	10	
Repair and maintenance of houses	-	-	-			78	2	1	
									6,246 15 11
Death Money:									
Payments to appointees of one Cinque Ports pilot licensed before 1854, and deceased during the year	-	-	-				143	-	-
TOTAL	-	-	-			£.	10,180	15	10

J. Inglis, Secretary.

D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ACCOUNT of RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Gravesend* by the Channel Pilots of the Port of London in accordance with the Provisions of the Merchant Shipping Act, 1854, Section 333, for the Year ending 31st December 1889.

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
Balance in hand on 1st January 1889 - -	1,099	5 8	Amounts advanced on indents of the managing committee of the Channel pilots, cutter, &c., for wages, coals, &c., and for rent and expenses of watchroom -	730	- -
Amount of contributions at 6d. in the £. -	902	13 3	Amount paid for the purchase of 500 l. Capital New 2½ per Cent. Consols -	488	15 6
Dividends on 4,500 l. Capital in New 2½ per Cent. Consols as a reserve fund - -	112	2 6	Balance carried to next year's account -	895	5 11
£.	2,114	1 5	£.	2,114	1 5

This fund is not directly administered by the Corporation of Trinity House; the poundage is collected by them, and the committee of pilots apply for money, as required.

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

ACCOUNT of RECEIPTS and PAYMENTS on account of PILOTAGE RATES on Foreign Vessels collected, and paid to London and Cinque Port Pilots in accordance with the provisions of the Merchant Shipping Act, 1854, Section 381, for the Year ending 31st December 1889.

RECEIPTS.			PAYMENTS.		
	£.	s. d.		£.	s. d.
Balance in hand on 1st January 1889 - -	654	10 9	Amount paid to pilots - - - -	23,139	18 -
Amount received through the Collector of Customs, London - - - -	23,379	4 8	Amount transferred to Pilots' Fund for differences unclaimed (Merchant Shipping Act, 1854, Section 333) - - - -	200	- -
£.	24,033	15 5	Balance carried to next year's account - -	693	17 5
			£.	24,033	15 5

As explained in previous years, this collection forms only a part of the amount shown in the returns of pilotage rates for the Port of London, those for British vessels being collected by the pilots themselves.

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

ACCOUNT of the RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Dover* by the Corporation of Trinity House in accordance with the Provisions of the Merchant Shipping Act, 1854, Sections 333 and 377, for the Year ending 31st December 1889.

RECEIPT.				EXPENDITURE.			
	£.	s. d.	£. s. d.		£. s. d.	£. s. d.	
Balance in hand on 1st January 1889 - - - -	-	-	4,208	9 11½	Salaries and allowances : -		
Shipping money :					Contribution to pilots' fund towards salaries and office expenses - - - -	200	- -
Amount received according to Table, viz., from pilots resident at—					Storekeeper at Dover - - - -	160	- -
Dover - - - -	3,179	5 -			Surveyor of shipping - - - -	20	- -
Deal - - - -	1,860	- -			Sundry grants for special services - - - -	45	- -
London - - - -	701	- -			Rent :		425 - -
			5,740	5 -	Storehouse, &c., at Dover, one year - - - -	-	20 - -
Miscellaneous receipts :					Wages and victualling of crews, repair and maintenance of cutters, and victualling of cruising pilots on board the several cutters in the year, viz. :		
Proceeds of sale of old stores - - - -	-	-	16	- -	"Wellington" - - - -	1,144	4 11
Reimbursement of damage to cutter - - - -	-	-	6	- -	"Granville" - - - -	1,025	15 9
					"Princess" - - - -	891	8 1
					"Vigilant" - - - -	1,198	11 7
£.			9,970	14 11½	Superannuations :		4,260 - 4
					Allowance to a former surveyor of shipping - - - -	20	- -
					Allowance to a former messenger at Dover - - - -	13	- -
					Allowance to a widow of a late master of a cutter - - - -	19	10 -
					Investment :		52 10 -
					Paid for the purchase of 2,000 l. Capital New 2½ per Cent. Annuities - - - -		4,757 10 4
					Balance to next account - - - -		1,955 - 6
							3,258 4 1½
					£.	9,970	14 11½

The reserve fund at present consists of 2,000 l. capital in London and North Western Railway Stock, 8,500 l. capital in Metropolitan 3 per Cent. Stock, and 17,696 l. 14 s. 4 d. in 2½ per Cent. Consols, which together with accumulated dividends are about to be devoted to the substitution of steam cutters for the present sailing craft.

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ACCOUNT of RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Gravesend* by the River Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1854, Section 333, for the Year ending 31st December 1889.

RECEIPT.		EXPENDITURE.	
	£. s. d.		£. s. d.
Balance in hand on 1st January 1889 - -	1,764 3 5½	Amount advanced on indents of the managing committee of the river pilots cutter for wages, coals, &c., and for rent and expenses of watchroom - - - - -	568 5 -
Amount of contributions at 6 d. in the £. -	595 10 11	Balance carried to next account - - -	1,873 14 10½
Dividends on 3,000 £. invested in New 2½ per Cent. Consols as reserve fund - - - -	82 5 6		
	£. 2,441 19 10½		£. 2,441 19 10½

This fund is not directly administered by the Corporation of Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

A sale of 1,300 £. capital is required to be made to repay advances for a new cutter appearing in previous accounts; the balance of 1,873 £. 14 s. 10½ d. will then consist of the value of 1,700 £. invested capital, and the remainder in cash.

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

TRINITY HOUSE, LONDON.—PILOTAGE RATES.

THE Common Purse of the Inward Pilots of the Port of London, as respects Pilotage earned between *Dageness* and *Gravesend*, in the Year ending 31st December 1889.

RECEIPT.		EXPENDITURE.	
	£. s. d.		£. s. d.
Balance in hand from 1888 - - - -	606 13 5	Remitted and paid to pilots in equal shares per turn carried - - - - -	3,245 3 -
Contributions : Being the amount paid in by each pilot after retaining 10 £. per turn. - - - -	3,687 10 3	Balance in hand for January settlement -	1,049 8
	£. 4,294 3 8		£. 4,294 3 8

These sums with those for the pilotage of foreign vessels form part of the pilotage rates of the Port of London included in the general return.

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

TRINITY HOUSE, LONDON.—THAMES NORTH CHANNEL PILOTS.

ACCOUNT of LANDING MONEY received on behalf of the CUTTERS cruising at the *Sunk*, in the Year ending 31st December 1889.

RECEIPT.		EXPENDITURE.	
	£. s. d.		£. s. d.
Balance from last year - - - -	200 1 -	Amount paid over to North Channel pilots at intervals of eight and ten weeks - -	1,316 - -
Amount collected at the Trinity House - -	1,167 19 -	Amount paid for stationery - - -	3 9 -
	£. 1,368 - -	Balance in hand for distribution - - -	48 11 -
			£. 1,368 - -

Trinity House, London, }
30 April 1890. }

J. Inglis, Secretary.
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LONDON DISTRICT AND TRINITY HOUSE OUTPORT DISTRICTS.

RULES and REGULATIONS.

See p. 232 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

London Channel Pilots.

Allert, R.	Cooper, R.	Hogg, T. T.	Orrick, R.	Smith, A.
Banks, T. A. F.	Couves, A. J.	Hubbard, S.	Pascoe, S. D.	Smith, G. J.
Barfield, W.	Couves, W. C.	Humphreys, G. D.	Penney, S.	Smith, W. J.
Barton, W. R.	Daff, T. A.	Humphreys, J. J.	Pentin, P. J.	Snelling, W.
Belbin, C.	Daines, R. B.	Hunter, J.	Pettman, G. A.	Speeding, W.
Brady, J.	Daines, T. H.	Huntley, C.	Posgate, G. E.	Spiers, A.
Brown, S. H.	Edgley, J.	Jackson, W. C.	Posgate, J. T.	Stanley, T.
Brown, W. H.	Ellison, J.	Kennedy, T. J.	Posgate, R. B.	Storey, J. O.
Brufton, F. W.	Fairbairn, J.	Letten, J. R. H.	Rhodes, T.	Tracey, E.
Burton, J.	Fisher, A. R.	Lowrey, A.	Robson, W.	Vincett, J. T.
Busby, G.	Fisher, E. P.	Lygo, T. H.	Roxberry, H. J.	Whitaker, T. H.
Busby, J. L.	Forss, H.	Martin, B.	Roxberry, W. R.	Willmott, J.
Chapman, H. P.	Geach, W. A.	Martin, T.		Wyatt, J.
Coates, R. F.	Gillard, S.	Miller, W.	Sandford, G.	Youngman, F. B.
Cole, D.	Gillett, F.	Mulley, D. T.	Sandford, T. G.	Youngs, G. W.
Cole, J. E.	Gillett, J. A.	Mulley, W.	Scott, C.	
Comben, W. C.	Grant, G.	Newman, G. F.	Scott, J. G.	(86 Channel Pilots.)
Constant, J. A.	Gray, J.	Oates, D. S.	Scouler, H. E. J.	

London River Pilots.

Beard, W. G.	Fothergill, J. H.	Letten, R. W.	Pullen, G. C.	Stibbs, E. J.
Bromley, J. T.	Fothergill, W. T.	Lockhart, S. A.	Purves, G.	Stratford, C.
Brownfield, J.	Freeman, W.	Luck, E. J.	Rae, H. E.	Tansley, G.
Constant, A.	Giles, W. H.	Mee, W. C.	Read, Alf.	Walden, J.
Couves, A. F.	Green, H.	Oates, J. J.	Read, Arthur	Walker, G.
Coy, T. E. H.	Gunn, J.	Pattison, F.	Reader, J.	Walker, J. C.
Chaney, G. W.	Hallsey, G.	Payne, G. F.	Sandford, W. H.	Walker, J. C., jun.
Denton, E. J.	Haslip, J.	Payne, W. F.	Savage, W. J.	Waterson, E. H.
Denton, J.	Henderson, J. H.	Peirce, F. W.	Spiers, G.	West, R.
Doust, E.	Holland, R. H.	Peirce, W. J.	Spiers, J.	Williams, H.
Doust, G.	Ives, W. H.	Pentin, J. D.	Spiers, S.	Williams, T. J.
Doust, J.	Larnder, G. R.	Pritchard, J.	Stanley, G. R.	(59 River Pilots.)

Cinque Ports Pilots, Old Class (licensed prior to 1854).

Apps, J. E.	Finnis, R.	Gosley, J. M.	Slater, H. V.
Bingham, T. J.	Gillman, C. B.	Knocker, W.	Watson, A.

8 Cinque Ports Pilots, Old Class.)

Cinque Ports Pilots, New Class (in order of Seniority).

Hartley, J. H.	Mongor, W.	Dixon, J. R.	Norris, G. J.	Hart, W.
Olifent, J. E.	Finnis, W. J.	Harrison, W. C.	Walker, J. M.	Duncan, W.
Arnold, J. W.	Mackie, J. S.	Hookham, J. W. V.	Blaxland, T.	Arnold, R. E.
Moon, G. W.	Crowhurst, G. H.	Pordige, C.	Adams, E.	Allen, W. E.
Apps, J. R.	Marsh, H. F.	Denne, T. W.	Rigden, E.	Hughes, J. F. H.
Goldsack, D. M.	Beck, W. A.	Moon, W.	Arnold, F.	Cotton, J.
Mackie, W. B.	Pott, W. H.	Rogers, T. H.	Hawkesfield, T. B.	Baxter, J.
Popkiss, H. P.	Randall, J. S.	Laming, S. G.	Burden, E. W.	Newing, E.
Millen, H. E.	Ovenden, G. T.	Belchamber, S.	Finnis, G. W.	Paton, W. H.
Foster, H.	Blaxland, W. T.	Mackie, J. B.	Rigden, D. T.	Wrake, G. H.
Spouse, W.	Philpott, J. J.	Laming, J. T.	Harrison, G.	Walker, G. H.
Wrake, J. H.	Erridge, J. J.	Gibbons, M. J.	Ougham, G.	Harrison, S. K.
Pott, J. J.	Wellstead, W.	Blaxland, G.	Ralph, W.	Pout, H.
Ransom, W.	Appleton, E.	Hood, W. E.	Eastman, W. J.	Rogers, L. W.
Foreman, R. J.	Beer, B. M.	White, W.	Atkins, R.	Stephenson, M. T.
Burden, J.	Finnis, G. W.	Spain, G. C.	Gillman, J. W.	Bones, R. J.
Howgego, J.	Reynolds, J.	Arnold, W. W.	Camburn, T. C.	Jarvis, L. W.
Bell, G. W.	Arnold, E. J.	Bussey, G. J.	Arnold, J. F.	Dunn, W. L.
Finnis, J. S.	Godden, T. G.	Perkins, T. B.	Mundy, E.	Bowles, A. J.
				Peverley, W. C.

(96 Cinque Ports Pilots, New Class.)

° For the ages and limits of qualification of the pilots, *see* Parliamentary Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

North Channel Pilots.

Barber, J. S.	Almond, J. W.	Magub, G.	Munnings, J.	Fisher, A. R.
Bell, J. W.	James, R. R.	Rogers, J. G.	Osborn, F. S.	Fisher, E. G.
Brown, A. J.	Barber, S.	Smith, G. E.	Pallant, S.	Fozzard, J.
Catmore, C.	Chandler, A. W.	Tilmouth, W. G.	Rust, B.	Kemp, J.
Collis, C.	Claxton, R.	Boyce, F. C.	Skinner, R. J.	Leggett, H.
Flick, F. W.	Ecclestone, J.	Coleman, E. S.	Tansley, F. J.	Ward, A. J.
Sawyer, E.	Elmy, G.	Cook, F.	Tansley, J.	Waythe, W. E.
Springett, C.	Elven, J. J.	Chatten, C. H.	Archer, H. G.	Bedingfield, R. M.
Tansley, J.	Griffiths, W. T.	May, J. C.	Carter, D. D.	Green, J.
Thorp, G. E.	Herrington, J.	May, W. D.	Carter, H. D.	Whitnall, S. T.

50 North Channel Pilots.

Sheerness Pilots.

Barber, E. | Clark, E. J.

For Exempted Vessels only.

Kingsnorth, W. J.	Parrott, J. J.	Taylor, C.
Wigley, J. R.		
Law, John	Wood, W. J.	Ridge, R. W.

*Harwich Pilot.—Wilson, R.**Colchester Pilots.*

Bates, J. C. | Rand, W. G. | Ham, W. H.

Maldon Pilots.

Handley, J. | Clarke, W. | Stebbins, J. | Chaney, C.

Pilots for Home Trade Steam Passenger Ships.

Allen, E. J.	Ferguson, P. J.	Liley, E.	Petrie, G. A.	Targett, John.
Bigg, J. E.	Goodsall, H.	Mills, E.	Smith, G.	Tracey, W.
Bigg, T.	Gardner, G. W.	Moore, J. P.	Sparrow, J. J.	Voss, J. E.
Bishop, W.				
Cavell, J.	Jones, S.	Pattison, F. T. T.	Spicer, F.	Webber, W. C.

(21 Pilots for Home Trade Steam Passenger Ships.)

Pilots for Exempted Vessels.

Allen, J.	Funge, J. A.	Mascoe, W. J.	Raine, T. H.	Tovey, W.
Anderson, G.	Funge, J. I.	Matthews, C.	Richbell, J.	Voss, G.
Batch, G.	Goddard, T.	Matthews, C., jun.	Richbell, W. E.	
Blackmore, T. J.	Harvey, A. W.	Mee, A. J.	Robbins, W. S.	Walker, R. H.
Braine, G. D.	Holland, A.	Mee, R. J.	Row, H. G.	Waterson, F. J.
Braine, G. H. M.	Holland, J. J.	Nevill, S. G.	Row, H. E.	Waterson, J. E.
Braine, John.	Hudson, R. T.	Nixon, G. M.	Row, J.	Watkins, J. J.
Braine, T. W.	Huntingford, B. T.		Row, J. C.	Watkins, R.
Browne, W. T.	Jones, A.	Parkinson, C.	Sinclair, H.	Watkins, R., No. 2.
Cavell, J. H. J.	Jury, E.	Parkinson, G.	Sinclair, J.	Watkins, T. G.
Cavell, W. E. H.	Jury, E. W.	Parkinson, H.	Sinclair, J. W.	Webb, H.
Cock, E. J.	Jury, J. W.	Parkinson, J.	Sinclair, J. W.	Wheeler, W.
Condell, W.	Langman, J.	Parkinson, J. T.	Savell, T. J.	White, F. C. P.
Deal, R.	Letton, C.	Parkinson, R. J.	Simmons, G. W.	White, F. F.
Dean, G. A.	Liley, J. R.	Parsonson, W. W.	Sims, H.	White, W.
Doust, J. L.	Luck, E.	Pope, R. H.	Smith, E. P.	White, W. J.
Drake, H.	Lukes, J.	Predy, C. R.	Smith, E. P., jun.	Wiseman, W.
Duffin, C. R.	Lygo, H. C.	Predy, J.	Smith, R.	Wood, E.
Elliott, J. T.	Marshall, W. R. M.	Raine, T. A.	Squire, T.	Young, G. F.
Facey, T. W.	Martin, W. T.	Raine, T. C.	Tadhunter, R. J.	Young, W. J.

(97 Pilots for Exempted Vessels only.)

SUMMARY OF THE LONDON DISTRICT PILOTS.

Channel Pilots	- - - - -	86
River Pilots	- - - - -	59
Cinque Ports Pilots { Old 8 } { New 96 }	- - - - -	104
North Channel Pilots	- - - - -	50
Sheerness Pilots	- - - - - 2 }	
Ditto - - - for Exempted Vessels 7 }	- - - - -	9
Harwich Pilot	- - - - -	1
Colchester Pilots	- - - - -	3
Maldon Pilots	- - - - -	4
Pilots for Home Trade S.P. Ships	- - - - -	21
Pilots for Exempted Vessels only	- - - - -	97
TOTAL	- - -	434

RATES of PILOTAGE (LONDON DISTRICT and OUTPORT DISTRICTS).

See p. 250 and subsequent pages in Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AMOUNT received for PILOTAGE of VESSELS - - - - -

(1.)—INWARDS. - - - - -

DISTANCES for which PILOTED.		BRITISH VESSELS.					
		COASTERS.				OVERSEA.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
		No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.
From Dungeness to Gravesend		-	-	7	54 11 -	4	27 10 -
From Dover to Gravesend		-	-	1	7 10 -	-	-
From Downs, Orfordness, &c. to Gravesend,		1	8 17 10	25	174 4 9	10	73 10 -
From Southwold to Gravesend		-	-	1	7 8 3	-	-
From Lowestoft to Gravesend		-	-	1	7 17 3	1	6 8 -
From Sea to Harwich		1	3 3 -	6	18 13 6	4	14 14 -
In and out of Dover, Ramsgate, &c.		-	-	2	5 4 6	1	3 - -
From Sea (Southwold, &c.) to Nore		-	-	-	-	-	-
From Gravesend to London		90	106 6 3	3,315	4,036 18 5	15	30 - 3
From Gravesend to Blackwall		64	69 16 -	1,044	1,252 16 6	9	14 13 3
From Isle of Wight to Gravesend		-	-	-	-	-	-
Transporting, &c.		1,989	3,095 11 11	-	-	-	-
Shipping Money for putting Pilots on board Vessels:							
—		Number of Vessels.	Amount.				
			£. s. d.				
British Coast	34	69	-	}	—	}	—
British Oversea	2,495	4,959	16				
Foreign Oversea	2,154	4,125	5				
TOTAL		4,683	9,154 1				
TOTAL		-	3,283 15	-	5,565 4 2	-	169 15 6

(2.)—OUTWARDS. - - - - -

From Gravesend to Dungeness - -	-	-	-	-	-	-
From Gravesend to Dover - -	-	-	38	308 7 -	1	8 12 -
From Gravesend to Downs, Orfordness, &c.	-	-	52	355 8 3	11	72 7 -
From London and Blackwall to Downs	-	-	-	-	-	-
From London and Blackwall to Dover	-	-	-	-	-	-
From Gravesend to Isle of Wight -	-	-	1	14 12 6	-	-
From London to Gravesend - -	47	49 17 6	3,844	4,736 14 3	1	1 - -
From Blackwall to Gravesend - -	31	39 4 6	952	1,205 15 7	3	9 19 -
From Harwich to Sea - - -	-	-	3	7 1 9	1	1 11 6
From Gravesend to Plymouth - -	-	-	-	-	-	-
TOTAL - - -	-	89 2 -	-	6,627 19 4	-	93 9 6

Note.—In this return the number of vessels (both inwards and outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Into and Out of the Port of *London*, in 1889.

(1.)—I N W A R D S.

BRITISH VESSELS.		FOREIGN VESSELS.						TOTALS.	
OVERSEA.									
Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,975	22,903 17 2	9	95 4 6	543	5,450 13 6	2,538	28,531 16 2		
95	980 6 3	-	- - -	31	306 7 6	127	1,294 3 9		
279	2,318 7 -	302	2,737 18 11	980	7,071 16 3	1,597	12,384 14 9		
26	227 5 -	28	273 12 6	54	484 3 2	109	992 8 11		
16	197 6 3	23	276 5 1	59	584 5 -	100	1,072 1 7		
38	120 10 3	42	184 15 -	33	111 2 9	124	452 18 6		
29	94 10 7	30	99 8 -	40	154 19 4	102	357 2 5		
2	15 1 -	41	239 10 1	10	70 2 11	53	324 14 -		
3,654	9,286 - 1	29	63 12 -	2,174	6,285 8 4	9,277	19,808 5 4		
1,422	5,257 - 9	23	32 15 -	391	1,012 15 4	2,953	7,639 16 10		
185	3,944 15 10	-	- - -	-	- - -	185	3,944 15 10		
-	- - -	-	- - -	-	- - -	1,989	3,095 11 11		
-	- - -	-	- - -	-	- - -	-	- - -		
-	45,345 - 2	-	4,003 1 1	-	21,531 14 1	-	79,898 10 -		

(2.)—O U T W A R D S.

10	147 8 6	-	-	-	2	14 - -	12	166 8 6
853	9,515 1 2	9	69 4 -	125	1,706 3 7	1,096	11,607 7 9	
967	8,291 5 10	350	2,297 14 7	1,030	6,758 10 4	2,410	17,775 6 -	
12	169 14 7	-	-	-	39	436 17 1	51	606 11 8
2	19 8 -	-	-	-	-	-	2	19 8 -
217	5,258 8 4	-	-	-	3	71 15 9	221	5,344 16 7
2,696	5,347 14 8	37	68 14 5	1,898	3,849 12 -	8,523	14,053 12 10	
1,392	5,565 19 4	41	68 6 3	316	771 8 -	2,735	7,660 12 8	
14	28 6 11	6	15 15 -	11	24 12 6	35	77 7 8	
3	81 1 -	-	-	-	-	-	3	81 1 -
-	34,424 8 4	-	2,519 14 3	-	13,632 19 3	-	57,387 12 8	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remarks, &c.—In the following classified Returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

Morris, H. | Nicholas, J. | Rowlands, H. | Williams, O.

RATES of PILOTAGE.

See p. 252 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Aberdovey -	63	£. s. d. 23 7 2	17	£. s. d. 8 11 19	1	£. s. d. - 19 2	2	£. s. d. 8 8 -	1	£. s. d. 3 12 -	1	£. s. d. 4 4 -	85	£. s. d. 49 2 2

(2.)—OUTWARDS.

From Aberdovey to Sea -	68	31 - 6	23	7 11 11	-	-	2	2 3 2	2	1 8 9	-	-	95	42 4 4
-------------------------	----	--------	----	---------	---	---	---	-------	---	-------	---	---	----	--------

BEAUMARIS.

NAMES of PILOTS.

Pritchard, W. | Hughes, W. | Edwards, W. | Roberts, W. | Roberts, J. (sen.)
Roberts, R. | Roberts, J. (jun.) | Hughes, G. | Jones, W. | Hughes, S.

RATES of PILOTAGE.

See p. 253 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Beaumaris -	6	£. s. d. 9 16 6	31	£. s. d. 29 5 6	2	£. s. d. 3 3 -	4	£. s. d. 8 - -	7	£. s. d. 20 2 -	6	£. s. d. 15 6 1	56	£. s. d. 85 13 1
From Port Dinorwic to Cadnant.	395	110 7 7	187	68 10 3	-	-	-	-	-	-	-	-	582	173 17 10
From Carnarvon to Cad- nant.	-	-	24	8 8 -	-	-	-	-	-	-	-	-	24	8 8 -
Assistance, &c. -	18	10 9 7	-	-	-	-	-	-	-	-	-	-	18	10 9 7
TOTAL - - -	419	130 13 8	243	101 3 9	2	3 3 -	4	8 - -	7	20 2 -	6	15 6 1	680	278 8 6

(2.)—OUTWARDS.

From Beaumaris to Sea -	9	6 13 6	23	12 5 2	-	-	-	-	-	-	2	2 10 -	24	21 8 8
From Cadnant to Port Di- norwic.	305	76 16 6	72	19 19 -	-	-	-	-	-	-	-	-	377	96 15 6
From Cadnant to Carnar- von.	-	-	32	11 17 -	-	-	-	-	-	-	-	-	32	11 17 -
TOTAL - - -	314	83 10 -	127	44 1 2	-	-	-	-	-	-	2	2 10 -	443	130 1 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

BRIDGWATER.

NAMES of PILOTS.

King, J.	Surfield, T.	Griffiths, T., sen.	Griffiths, T. jun.
O'Brien, J.	Baker, W.	Hobbs, W.	Griffiths, B.

RATES of PILOTAGE.

See p. 254 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bridgwater -	2	1 4 -	59	58 5 8	13	24 19 9	-	- - -	46	146 3 6	120	230 12 11
From Sea to Burnham -	-	- - -	2	3 7 6	-	- - -	-	- - -	-	- - -	2	3 7 6
From Burnham to Bridgwater	92	27 19 6	417	108 11 5	-	- - -	1	- 4 6	-	- - -	510	136 15 5
TOTAL - - -	94	29 3 6	478	170 4 7	13	24 19 9	1	- 4 6	46	146 3 6	632	370 15 10

(2.)—OUTWARDS.

From Bridgwater to Sea -	-	- - -	29	34 6 9	8	17 4 6	-	- - -	41	106 3 8	78	157 14 11
From Burnham to Sea -	-	- - -	1	2 9 6	-	- - -	-	- - -	-	- - -	1	2 9 6
From Bridgwater to Burnham	16	4 17 6	308	86 10 9	1	- 4 6	4	2 8 5	-	- - -	329	94 1 2
TOTAL - - -	16	4 17 6	338	123 7 -	9	17 9 -	4	2 8 5	41	106 3 8	408	254 5 7

BRIDPORT.

NAME of PILOT.

Shekel, J.

RATES of PILOTAGE.

See p. 256 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.							
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	45	£. s. d. 28 5 -	2	£. s. d. 3 1 6	1	£. s. d. 2 12 -	3	£. s. d. 6 3 6	51	£. s. d. 40 2 -

(2.)—OUTWARDS.

From Harbour to Sea	42	15 13 3	-	- - -	1	1 - -	2	3 4 6	45	19 17 9
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CAERNARVON.

NAMES of PILOTS.

Jones, D.
Williams, T.Parry, W.
Hughes, R.Jones, R.
Williams, O.

RATES of PILOTAGE.

See p. 257 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.		
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outer Buoy to Caernarvon - - -	44	28 9 -	4	3 6 3	1	6 - -	1	2 12 4	-	- - -	50	40 7 7
From Outer Buoy to Port Dinorwic - - -	11	8 - 6	3	2 6 1	-	- - -	-	- - -	-	- - -	14	10 6 7
Assistance, &c. - - - - -	8	4 18 9	-	- - -	-	- - -	-	- - -	-	- - -	8	4 18 9
TOTAL - - -	63	41 8 3	7	6 12 4	1	6 - -	1	2 12 4	-	- - -	72	55 12 11

(2.)—OUTWARDS.

From Caernarvon to Outer Buoy - - -	112	83 - -	3	3 - 9	-	- - -	2	2 1 3	-	- - -	117	86 2 -
From Port Dinorwic to Outer Buoy - - -	8	7 12 6	-	- - -	-	- - -	-	- - -	-	- - -	8	7 12 6
TOTAL - - -	120	90 12 6	3	3 - 9	-	- - -	2	2 1 3	-	- - -	125	95 14 6

CARLISLE

NAMES of PILOTS.

Richardson, J.

Coulthard, W.

Kea, T.

RATES of PILOTAGE.

See p. 258 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Maryport to Silloth - - - -	2	£. s. d. 2 1 9	11	£. s. d. 12 - 6	2	£. s. d. 3 14 -	13	£. s. d. 25 14 2	2	£. s. d. 4 6 -	30	£. s. d. 47 16 5
From Maryport to Annan - - - -	2	3 4 -	2	2 16 -	1	1 1 -	-	- - -	-	- - -	5	7 1 -
TOTAL - - -	4	5 5 9	13	14 16 6	3	4 15 -	13	23 14 2	2	4 6 -	35	54 17 5

(2.)—OUTWARDS.

From Silloth to Maryport - - - -	3	3 12 -	21	26 10 3	2	1 18 -	1	1 18 -	-	- - -	27	33 13 3
From Annan to Maryport - - - -	2	2 1 6	-	- - -	-	- - -	-	- - -	-	- - -	2	2 1 6
TOTAL - - -	5	5 13 6	21	26 10 3	2	1 18 -	1	1 18 -	-	- - -	29	35 14 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

COLCHESTER.

NAMES of PILOTS.

Vide London District.

RATES of PILOTAGE.

See p. 259 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.			
	COASTERS.				OVERSEA.		OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Pyfleet to Wivenhoe	-	-	-	5	2 19 7	-	-	1	1 7 6	7	4 15 5	13	9 2 6	
From Pyfleet to Colchester	-	-	2	1 17 -	4	4 12 3	-	-	3	2 15 6	2	4 16 6	11	14 1 3
From Eastness to Wivenhoe	-	-	-	2	1 13 1	-	-	1	- 11 3	1	- 9 9	4	2 14 1	
TOTAL	-	-	2	1 17 -	11	9 4 11	-	-	5	4 14 3	10	10 1 8	28	25 17 10

(2.)—OUTWARDS.

From Wivenhoe to Pyfleet - - -	1	- 10 6	4	2 6 7	-	- - -	4	2 12 6	2	- 18 5	11	6 8 -
From Colchester to Pyfleet - - -	-	- - -	1	- 18 -	-	- - -	1	- 12 -	1	- 15 9	3	2 5 9
From Wivenhoe to Eastness - - -	1	- - -	2	1 17 7	1	- 10 10	-	- - -	3	1 6 -	6	8 14 5
TOTAL - - -	1	- 10 6	7	5 2 2	1	- 10 10	5	3 4 6	6	3 - 2	20	12 8 2

DARTMOUTH.

NAMES of PILOTS.

Benson, R. N.
Moses, C. H.
Tucker, T.Dyer, J. B.
Kerswell, R.Weatherdon, F. C.
Coaker, S.Wright, W.
Bryan, F. J.

RATES of PILOTAGE.

See p. 260 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour - -	5	£. s. d. 8 8 -	85	£. s. d. 188 2 5	2	£. s. d. 4 11 9	435	£. s. d. 1,283 17 9	2	£. s. d. 3 17 -	190	£. s. d. 464 1 4	719	£. s. d. 1,962 18 3
Assistance, &c. - - -	7	7 16 -	-	-	-	-	-	-	-	-	-	-	7	7 16 -
TOTAL - - -	12	16 4 -	85	188 2 5	2	4 11 9	435	1,283 17 9	2	3 17 -	190	464 1 4	726	1,960 14 3

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	- - -	1	- 8 9	-	- - -	97	188 7 3	-	- - -	17	36 14 10
											115	225 10 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

EXETER.

NAMES of PILOTS.

Hooper, C. T.	Thompson, T. W.	Pinecombe, T. G.	Carnell, G.	Mannell, W. C.
Pym, W.	Stockman, H. G.	Tupman, J. W.	Tupman, E. G.	Pym, E. P.

RATES of PILOTAGE.

See p. 261 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bight - -	35	39 19 5	82	120 14 2	15	21 15 -	22	100 1 3	3	13 10 -	25	102 - -	192	397 19 10
From Bight to Bight - -	7	- 14 -	-	20 11 2	1	- 18 -	-	2 1 6	-	- - -	1	0 8 -	8	29 14 2
From Bight to Turf - -	19	9 9 2	66	32 17 7	8	3 16 3	9	3 13 11	-	- - -	1	3 9 9	103	53 6 8
From Bight to Topsham - -	7	5 1 -	17	8 8 3	4	2 12 9	4	2 5 2	-	- - -	5	2 18 3	37	21 5 5
Assistance, &c. - - -	4	5 9 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	4	5 9 6
TOTAL - - -	72	68 13 7	175	163 11 2	28	29 2 -	45	108 1 10	3	13 10 -	32	114 17 -	357	617 15 7

(2.)—OUTWARDS.

From Bight to Sea - -	1	- 5 3	3	2 17 4	1	- 12 8	10	13 4 3	4	4 19 9	11	10 13 2	30	41 12 5
From Turf to Bight - -	49	24 14 1	27	15 17 3	-	- - -	1	- 6 9	-	- - -	1	- 12 5	75	41 10 6
From Topsham to Bight - -	18	11 14 9	10	8 - 5	-	- - -	-	- - -	-	- - -	-	- - -	28	19 15 2
TOTAL - - -	65	26 14 1	40	26 15 -	1	- 12 8	11	13 11 -	4	4 19 9	12	20 5 7	133	102 18 1

FALMOUTH.

NAMES of PILOTS.

Vincent, S.	Andrew, F. J.	Collings, G.	Dash, W., jun.	Vincent, N.
Hancock, F.	Vincent, P.	Fittock, J. H.	Lowrey, J.	James, H.
Ball, E. J.	Carter, G.	Fittock, C.	Jenkin, W. H.	Angove, J.
Scott, J.	Tregeagle, F.	Vincent, W.	Andrew, R.	Watts, F. C.
Lowry, W. J.	Hodge, E. J.	Lowrey, W. J.	Andrew, E. J.	Chard, H. F.
Coward, T. H.	Fittock, H. V.	Richards, M.	Dash, J.	Nicholls, E. J. K.
Pascoe, W.	Jenkin, C.	Vincent, J. J.	Lowry, S. F.	Green, R.
Sawle, J.	Barker, A.	Andrews, C.	Collins, S.	Sawle, John.
Jenkin, T.	Dash, J., jun.	Chard, W. D.	Andrew, H.	Williams, J.
Williams, S.	Green, H. T.	Bickford, N. W.	Chard, A.	Chard, N. G.
Andrew, J.	Richards, W. B.	Chard, G. W.	Fittock, G.	Richards, E. C.
Dash, R. C.	Jenking, C. H.			

RATES of PILOTAGE.

See p. 264 of Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPIFORD STROND—FALMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.		OVERSEA.				Not Towed by Steam.		Towed by Steam.					
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	-	-	556	2,269 18 3	163	489 4 6	711	2,303 4 9	47	100 4 10	1,477	5,159 12 4		
Assistance, &c.	90	73 18 6	-	-	-	-	-	-	-	-	90	73 18 6		
TOTAL	90	73 18 6	556	2,269 18 3	163	489 4 6	711	2,303 4 9	47	100 4 10	1,567	5,233 10 10		

(2.)—OUTWARDS.

From Harbour to Sea	-	-	120	217 9 -	504	836 6 3	489	912 - 3	162	228 3 11	1,234	2,233 10 5
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FLEETWOOD DISTRICT.

NAMES of PILOTS.

*Fleetwood Pilots.*Hornby, T.
Grimshaw, J.Gerrard, R.
Grimshaw, G.Collinson, L.
Fish, T.*Barrow Pilots.*Ainsworth, J. E.
Bradshaw, M.
Charnley, H.Charnley, J.
Charnley, R.
Curwen, W. F.Raby, R.
Simpson, T.
Wright, J. R.

RATES of PILOTAGE.

See p. 266 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Fleetwood	59	£. s. d. 33 10 -	204	180 9 8	8	47 14 8	93	497 14 10	13	108 6 7	88	447 12 7	556	1,812 7 11
From Sea to Barrow	12	18 10 1	88	44 11 6	3	24 14 3	146	738 - 4	2	88 - -	31	176 6 8	297	1,090 8 1
From Pier to Barrow	22	11 14 -	28	11 18 9	-	- - -	5	11 18 7	-	- - -	4	3 18 4	56	41 9 8
From Sea to Pier	-	- - -	1	- 19 -	1	8 17 6	3	16 11 1	2	8 1 -	4	3 3 8	11	43 15 7
TOTAL	98	60 14 1	363	237 18 8	14	81 6 5	237	1,264 4 10	41	306 18 5	122	680 4 1	870	2,948 1 -

(2.)—OUTWARDS.

From Fleetwood to Sea	7	4 13 6	339	134 18 10	3	8 3 3	64	140 1 8	15	38 - -	78	136 6 5	406	442 3 8
From Barrow to Sea	-	- - -	52	38 11 3	-	- - -	146	621 18 6	1	2 12 6	38	119 18 4	237	798 - 7
From Pier to Sea	-	- - -	2	2 9 -	-	- - -	-	- - -	-	- - -	1	1 18 1	3	4 7 1
From Barrow to Pier	2	1 18 6	18	10 17 9	-	- - -	2	2 17 4	-	- - -	1	2 16 3	23	18 9 10
Assistance, &c.	92	66 14 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	92	66 14 6
TOTAL	101	73 6 6	811	301 10 10	3	8 3 3	212	764 17 6	16	39 12 6	118	350 19 1	761	1,329 15 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FOWEY.

NAMES of PILOTS.

Dunn, M.
Salt, John.
Johns, M.

Salt, James.
Johns, C. E.
Crocker, W.

Willcocks, W.
Pengelly, R. B.
Fisk, A. E.

Cloke, W.
Johns, R.

RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - - -	140	£. s. d. 69 9 9	57	56 9 5	7	9 3 -	8	15 6 4	63	74 14 6	46	79 10 4	321	304 13 4
Assistance, &c. - - -	158	131 17 6	-	-	-	-	-	-	-	-	-	-	158	131 7 6
TOTAL - - -	298	201 7 3	57	56 9 5	7	9 3 -	8	15 6 4	63	74 14 6	46	79 10 4	479	436 10 10

(2.)—OUTWARDS.

From Harbour to Sea - - -	100	41 15 6	55	41 11 8	0	4 6 -	17	23 13 -	5	4 4 4	62	100 3 -	245	218 13 6
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HARWICH.

NAMES of PILOTS.

Rowland, E.

Horlock, S. H.

RATES of PILOTAGE.

See p. 268 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harwich - - -	-	-	1	1 11 6	-	-	58	164 11 9	-	-	5	15 15 -	64	181 18 3
From Rolling Grounds to Harwich	-	-	-	-	-	-	5	8 13 3	-	-	28	45 13 0	33	54 6 9
From Mistley to Harwich - - -	1	11 3	5	10 7 1	1	1 5 -	3	6 12 -	4	5 19 6	-	-	14	24 14 10
From Wrabness to Mistley - - -	31	22 3 11	-	-	-	-	1	2 4 -	-	-	-	-	32	24 7 11
TOTAL - - -	32	22 15 2	6	11 18 7	1	1 5 -	67	182 1 -	4	5 19 6	33	61 8 6	143	285 7 9

(2.)—OUTWARDS.

From Harwich to Sea - - -	-	-	2	2 15 1	-	-	60	120 10 3	-	-	-	-	68	123 5 4
From Harwich to Rolling Grounds	-	-	1	1 1 -	-	-	2	2 2 -	-	-	23	27 11 4	26	39 14 4
From Harwich to Mistley - - -	1	11 3	5	10 7 1	-	-	3	6 12 -	-	-	-	-	9	17 10 4
From Mistley to Wrabness - - -	32	22 3 9	-	-	1	1 5 -	1	2 4 -	4	5 16 -	-	-	38	31 8 9
TOTAL - - -	33	22 15 -	8	14 3 2	1	1 5 -	72	131 8 3	4	5 16 -	23	27 11 4	141	202 18 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

HOLYHEAD.

NAMES of PILOTS.

Williams, R.
Jones, R.Owen, W.
Thomas, T.

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Holyhead - - -	1	- 10 6	9	7 10 11	7	16 4 4	24	70 3 7	12	25 3 9	7	18 11 8	60	138 4 9

(2.)—OUTWARDS.

From Holyhead to Sea - - -	-	-	6	6 9 11	5	11 3 1	17	48 12 3	3	7 1 9	1	3 3 -	32	76 10 -
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IPSWICH.

NAMES of PILOTS.

Bird, J. C.
Bacon, C. S.Folley, J.
Girling, W. H.

Bird, W. J.

RATES of PILOTAGE.

See p. 272 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.		BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
		COASTERS.				OVERSEA.									
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Downham to Ipswich	- 7	£. s. d. 4 5 -	25	£. s. d. 11 6 11	-	£. s. d. - - -	3	£. s. d. 2 1 1	2	£. s. d. 1 6 3	7	£. s. d. 3 12 5	44	£. s. d. 22 11 8	
From Harwich to Downham	- 3	1 10 -	12	5 5 3	-	- - -	3	1 7 3	1	1 1 -	1	- 9 -	20	9 12 6	
From Levington to Downham	- 1	- 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 5 -	
From Harwich to Ipswich	- 6	5 9 4	86	74 1 10	1	1 1 4	25	28 6 7	1	- 19 1	46	48 7 10	165	158 6 -	
From Levington to Ipswich	- 7	5 8 9	9	2 3 -	-	- - -	1	- 11 6	-	- - -	1	- 15 6	12	8 18 9	
TOTAL	- - 24	16 18 1	126	92 17 -	1	1 1 4	32	32 6 5	4	3 6 4	55	53 4 9	242	109 13 11	

(2.)—OUTWARDS.

From Ipswich to Harwich -	1	- 18 -	106	87 6 6	1	- 18 -	13	13 6 2	-	- - -	36	33 15 10	157	136 4 6
From Ipswich to Downham -	3	1 5 -	12	4 6 2	1	- 7 6	-	- - -	-	- - -	3	1 1 6	19	7 - 2
From Ipswich to Levington -	2	2 10 9	3	1 5 11	-	- - -	-	- - -	-	- - -	2	- 16 4	7	4 13 -
Assistance, &c. - - -	4	48 9 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	4	48 9 -
TOTAL - - -	10	53 2 9	121	92 18 7	2	1 5 6	13	13 6 2	-	- - -	41	35 13 8	187	196 6 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ISLE OF WIGHT DISTRICT.

NAMES of PILOTS.

Andrews, J. W.	Caws, R. P.	Davis, A. T.	Knapp, H.	Rawe, J.
Andrews, J. W., jun.	Caws, S. J.	Denham, R.	Love, E.	Sivell, T.
Austin, G. E.	Caws, W. R.	Gawn, J.	Love, N.	Vine, C.
Austin, H. G.	Coote, G.	Gill, G. W.	Luter, G.	Wallis, E. J. C.
Barron, M.	Coote, John.	Greenham, A. F.	Main, E.	Wallis, W. J.
Caws, A.	Coote, James.	Greenham, L.	Miller, G.	Wearn, J. J.
Caws, A. R.	Coote, W.	Greenham, R. W.	Miller, H.	Webb, E. W.
Caws, B. J.	Davis, A.	Greenham, R. C.	Newman, E. D.	Webb, W.
Caws, C. A.	Davis, A. H.	Harvey, C. D.	Newman, R.	White, G. H.
Caws, J. A.	Davis, A. T.	Heward, T.	Osborne, C.	

RATES of PILOTAGE.

See p. 274 of Parl Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Cowes - - -	1	3 - 6	137	151 8 10	1	3 10 -	7	28 2 7	7	26 10 6	7	20 5 -	160	233 6 5
From Sea to Spithead - - -	-	- - -	1	2 1 3	2	7 10 6	6	24 2 10	26	78 11 9	6	24 13 7	41	157 8 11
From Sea to Lepe - - -	-	- - -	6	30 13 -	4	15 10 -	270	1,446 5 2	32	132 14 -	352	2,223 3 9	664	3,848 14 11
From Sea to Southampton - -	-	- - -	1	3 2 -	-	- - -	4	22 5 -	3	17 - 3	-	- - -	8	42 7 3
In and out of Places within District.	56	56 11 9	370	373 14 3	1	1 7 -	51	78 6 8	21	49 9 6	60	76 6 4	559	635 15 5
From Sea to Chichester - - -	89	88 1 -	4	3 6 -	-	- - -	-	- - -	-	- - -	-	- - -	93	91 7 -
From Spithead to Portsmouth -	-	- - -	92	111 8 4	1	1 1 -	3	5 4 6	7	15 10 -	15	25 19 4	118	159 3 2
TOTAL - - -	146	147 13 3	611	675 13 7	9	30 5 6	341	1,604 6 9	95	389 16 -	440	2,370 8 -	1,643	5,169 3 1

(2.)—OUTWARDS.

From Cowes to Sea - - -	-	- - -	131	128 8 9	3	10 4 -	14	67 8 10	5	19 8 6	6	14 2 10	159	239 12 11
From Portsmouth to Spithead -	-	- - -	96	82 3 2	1	3 1 9	2	2 11 -	-	7	6 11 6	-	106	94 7 5
From Spithead to Sea - - -	-	- - -	-	- - -	-	- - -	1	2 17 3	1	3 17 6	2	5 3 4	4	11 18 1
From Chichester to Sea - - -	50	30 16 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	50	30 16 -
Transporting, &c. - - -	1	6 - -	7	13 - -	5	7 - -	274	517 17 6	51	59 - -	322	638 - -	660	1,240 17 6
TOTAL - - -	51	36 16 -	234	223 11 11	9	20 5 9	291	590 14 7	57	82 6 -	337	663 17 8	979	1,617 - -

LOWESTOFT.

NAMES of PILOTS.

Church, T.	Ellis, J.	Drake, J.
Smith, J. C.	Herrington, W.	

RATES of PILOTAGE.

See p. 276 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Roads - -	1	£. s. d. 2 10 -	-	-	2	5 12 -	-	-	23	£. s. d. 59 18 6	7	£. s. d. 16 7 -	33	£. s. d. 81 7 6
From Sea to Yarmouth Roads -	-	-	-	-	2	5 16 -	-	-	9	25 8 -	-	-	11	31 4 -
From Sea to Gat - -	-	-	-	-	-	-	1	2 11 -	6	15 8 -	-	-	7	17 19 -
From Roads to Harbour -	2	1 18 6	82	104 17 8	-	-	13	30 10 -	1	- 12 -	54	89 8 8	152	227 6 10
TOTAL - - -	3	4 8 6	82	104 17 8	4	11 8 -	14	33 1 -	39	101 6 6	61	105 15 8	203	360 17 4

(2.)—OUTWARDS.

From Roads to Sea - - -	-	- - -	12	9 1 6	1	1 7 6	3	2 18 8	20	28 12 6	12	13 12 6	48	55 12 8
From Harbour to Roads - - -	-	- - -	32	27 3 8	-	- - -	2	2 5 5	-	- - -	42	45 8 9	76	74 17 10
Distance Money, Assistance, &c. -	14	22 5 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	14	22 5 6
TOTAL - - -	14	22 5 6	44	36 5 2	1	1 7 6	5	5 4 1	20	28 12 6	54	59 1 3	138	152 16 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

M A L D O N.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - - -	76	£. s. d. 47 6 9	7	£. s. d. 4 18 5	2	£. s. d. 1 1 3	5	£. s. d. 7 5 6	-	£. s. d. - - -	90	£. s. d. 60 11 11

(2.)—OUTWARDS.

From Harbour to Sea - - -	74	37 5 3	10	7 1 9	1	2 7 6	4	7 12 -	-	- - -	89	54 6 6
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M I L F O R D.

NAMES of PILOTS.

John, W.
Hancock, P.Hancock, J.
John, E.John, A.
Watkins, John.

Watkins, James.

RATES of PILOTAGE.

See p. 278 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - - -	5	£. s. d. 4 17 -	5	£. s. d. 10 6 10	2	£. s. d. 3 7 1	19	£. s. d. 43 18 1	13	£. s. d. 45 18 6	6	£. s. d. 13 4 11	50	£. s. d. 121 12 5

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	- - -	2	2 6 -	1	1 10 -	6	16 18 9	11	14 10 7	7	10 2 3	27	45 7 7
Distance Money, Assistance, &c. -	85	318 2 11	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	85	318 2 11
TOTAL - - -	85	318 2 11	2	2 6 -	1	1 10 -	6	16 18 9	11	14 10 7	7	10 2 3	112	363 10 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

Harries, W.
Collins, T.
Phillipps, G.
Perrett, H.

Williams, L. (2)
Gilbert, J.
Perrett, W.
Jones, T.

Davies, D.
Williams, G.
Williams, L. (1)
Phillipps, J.

Vigurs, L.
Perrett, G.
Williams, W.
Williams, D. (1)

Deacon, G.
Williams, D. (2)
Perrett, S.

RATES of PILOTAGE.

See p. 130 of Parl. Paper, No. 142 of 1886.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to 1st Station - -	4	£. s. d. 1 18 1	688	£. s. d. 332 11 3	-	£. s. d. -	30	£. s. d. 14 5 6	722	£. s. d. 348 14 10
From Sea to 2nd Station - -	-	- - -	46	14 15 10	-	- - -	1	- 8 6	47	15 4 4
From Sea to 3rd Station - -	-	- - -	5	2 17 9	-	- - -	-	- - -	5	2 17 9
TOTAL - -	4	1 18 1	739	350 4 10	-	- - -	31	14 14 -	774	366 16 11

(2.)—OUTWARDS.

From 1st Station to Sea - -	5	4 6 4	677	478 15 1	-	- - -	35	14 12 4	717	497 13 9
From 2nd Station to Sea - -	-	- - -	16	15 5 5	-	- - -	-	- - -	16	15 5 5
From 3rd Station to Sea - -	-	- - -	6	5 2 11	-	- - -	1	- 11 3	7	5 14 2
TOTAL - - -	5	4 6 4	699	499 3 5	-	- - -	36	15 3 7	740	518 13 4

NEW HAVEN.

NAMES of PILOTS.

Howell, W.
Budgen, T.

Mockford, W.
Taylor, J.

Pay, G.
Wood, G.

Balcombe, N.
Winder, R.

RATES of PILOTAGE.

See p. 280 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.		Towed by Steam.			
	Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - -	147	£. s. d. 197 7 5	1	£. s. d. - 18 9	3	£. s. d. 4 4 3	56	£. s. d. 79 13 1	207	£. s. d. 282 3 6

(2.)—OUTWARDS.

From Harbour to Sea - -	142	74 1 4	2	2 8 4	2	1 9 9	61	36 13 9	207	114 13 2
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROUD—continued.

PADSTOW.

NAMES of PILOTS.

Revely, J. J.
England, R.

Brown, S.
Edyvane, T. H. M.

French, S.
Grubb, D.

RATES of PILOTAGE.

See p. 282 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.							
	Not Towed by Steam.		Towed by Steam.		No.	Amount.	No.	Amount.
	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow -	312	174 14 6	15	12 7 5	2	4 14 -	329	191 15 11

(2.)—OUTWARDS.

From Padstow to Stepper Point -	22	8 8 8	4	5 19 3	-	- - -	26	14 7 11
Assistance, &c. - - - -	4	4 13 -	-	- - -	-	- - -	4	4 13 -
TOTAL - - -	26	13 1 8	4	5 19 3	-	- - -	30	19 - 11

PENZANCE.

NAMES of PILOTS.

Pollard, R.
Nicholls, P.
Jago, W. M.

Nicholls, B.
Quick, J. S.
Pentreath, T. H.

Trewhella, H.
Hill, J.
Jacka, R. W.

RATES of PILOTAGE.

See p. 284 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	- 153	60 19 9	123	44 13 4	2	2 14 -	7	16 11 -	12	21 12 6	1	1 15 -	293	148 5 7

(2.)—OUTWARDS.

From Harbour to Sea -	137	43 8 10	100	43 9 6	-	- - -	8	14 2 3	7	6 8 6	1	1 10 -
Distance Money, Assistance, &c.	36	23 10 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
TOTAL - - -	173	70 8 4	100	43 9 6	-	- - -	8	14 2 3	7	6 8 6	1	1 10 -
											289	135 18 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PLYMOUTH

NAMES of PILOTS.

Noble, T.
Glinn, J. H.
Williams, J. B.
Tucker, C.
Tucker, W. W.
Skilton, H.
Brooks, W. H.
Spriddell, J.

Hancock, S.
Kent, W. F.
Hoppins, J. L.
Tucker, E.
Hoppins, J. S.
Hooper, J. T.
Chappel, H.
Prowse, J. M.

Brooks, S. W.
Ridgeway, C.
Parford, J.
Hancock, W. R.
Glinn, J. A.
Glinn, P. H.
Folley, W. R.
Sheldon, C. H.

Skilton, J.
Pascho, J.
Williams, J. H. M.
Phillips, G. H.
Glinn, H. R.
Collings, J. S.
Skelton, G. H.

RATES of PILOTAGE.

See p. 285 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound -	-	-	6	12 6 9	64	157 6 4	502	1,165 0 3	141	292 16 7	119	267 11 5	832	1,895 10 4
From Sound to Harbour -	-	-	-	-	2	5 12 -	76	164 4 11	13	24 18 7	92	177 16 6	188	372 12 -
From Sea to Harbour -	-	-	7	19 12 6	6	18 10 2	31	89 12 11	14	38 14 1	32	79 17 4	90	241 7 -
Distance, Assistance, &c.	98	210 2 1	-	-	-	-	-	-	-	-	-	-	93	210 2 1
TOTAL - - -	98	210 2 1	13	31 19 3	72	181 8 6	609	1,419 7 1	168	351 9 3	243	525 5 3	1,198	2,719 11 6

(2.)—OUTWARDS.

From Sound to Sea - -	-	-	-	-	29	63 2 5	449	997 12 8	31	53 16 1	78	153 16 3	587	1,268 7 5
From Harbour to Sound -	-	-	-	-	1	1 16 -	15	19 19 1	2	3 2 -	8	13 13 10	26	38 10 11
From Harbour to Sea -	1	1 13 -	13	22 19 1	4	10 - 6	88	175 15 1	6	11 1 3	57	108 3 9	164	329 12 8
TOTAL - - -	1	1 13 -	13	22 19 1	34	74 18 11	547	1,193 6 10	39	67 19 4	143	276 13 10	777	1,686 11 -

POOLE.

NAMES of PILOTS.

Brown, E.
Wills, F. W.
Brown, T.

Hart, T.
Stone, Jas.
Fisher, J.

Wills, T. H.
Stone, John.
Stone, W.

RATES of PILOTAGE.

See p. 286 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	177	164 4 6	221	199 16 2	4	6 11 -	9	16 7 5	15	18 3 4	52	90 4 3	478	495 6 8

(2.)—OUTWARDS.

From Harbour to Sea - -	99	90 9 4	260	226 18 6	1	1 13 -	14	15 16 10	12	12 7 6	53	56 10 5	448	468 15 7
Distance Money, Assistance, &c.	51	35 9 -	-	-	-	-	-	-	-	-	-	-	51	35 9 -
TOTAL - - -	150	125 15 4	260	226 18 6	1	1 13 -	14	15 16 10	12	12 7 6	53	56 10 5	499	439 4 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PORTMADOC.

NAMES of PILOTS.

Owen, H.
Morris, D.Morris, E.
Davies, R.Humphreys, J.
Williams, J.

RATES of PILOTAGE.

See p. 288 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - - -	481	189 2 -	80	51 9 11	5	4 18 9	566	245 10 8

(2.)—OUTWARDS.

From Harbour to Sea - - -	450	249 7 7	78	62 19 9	5	5 1 1	533	317 8 5
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ROCHESTER.

NAMES of PILOTS.

See London District, "Sheerness."

RATES of PILOTAGE.

See London District.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Nore to Chatham - - -	-	-	5	11 6 9	2	5 13 9	11	23 18 3	29	94 3 6	24	68 10 7	71	203 17 10
From Sheerness to Chatham - - -	10	12 4 -	489	587 1 6	5	8 13 6	26	40 16 9	41	81 16 1	28	68 2 1	599	798 13 11
From Nore to Sheerness - - -	1	1 5 -	3	4 2 -	1	18 3 -	-	-	1	2 9 -	4	5 12 6	10	14 6 9
TOTAL - - -	11	13 9 -	497	602 10 3	8	15 5 6	37	64 15 -	71	178 13 7	56	142 5 2	680	1,016 18 6

(2.)—OUTWARDS.

From Chatham to Nore - - -	-	-	3	9 1 11	-	-	11	94 8 9	1	3 4 6	11	31 5 6
From Chatham to Sheerness - - -	17	19 - -	548	597 5 1	1	1 5 -	16	23 17 -	15	19 1 -	27	32 17 3
From Sheerness to Nore - - -	-	-	2	7 6 -	1	6 6 -	4	27 10 10	1	5 16 -	2	7 4 -
TOTAL - - -	17	19 - -	553	613 13 -	2	7 11 -	31	146 5 7	17	28 1 6	40	71 6 9
											600	885 17 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SCILLY.

NAMES of PILOTS.

Hicks, A. J.
 Skinner, D. J.
 Hicks, A.

Bickford, W.
 Hicks, J.
 Ashford, R.

Mortimer, W. G.
 Legg, W.
 Nance, J.

Legg, F. G.
 Jenkins, E.

RATES of PILOTAGE.

See p. 291 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by ... Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour -	15	£. s. d. 10 7 6	7	£. s. d. 6 16 10	3	£. s. d. 11 10 4	11	£. s. d. 76 18 -	5	£. s. d. 20 18 6	2	£. s. d. 6 15 6	43	£. s. d. 133 6 8

(2.)—OUTWARDS.

From Harbour to Sea -	10	£. s. d. 4 15 10	4	£. s. d. 2 12 2	2	£. s. d. 3 17 2	11	£. s. d. 37 18 11	2	£. s. d. 10 9 2	2	£. s. d. 3 7 8	31	£. s. d. 63 - 11
Distance Money, Assistance, &c.	18	£. s. d. 25 4 2	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	18	£. s. d. 25 4 2
TOTAL - - -	28	£. s. d. 30 - -	4	£. s. d. 2 12 2	2	£. s. d. 3 17 2	11	£. s. d. 37 18 11	2	£. s. d. 10 9 2	2	£. s. d. 3 7 8	49	£. s. d. 88 5 1

SHOREHAM.

NAMES of PILOTS.

Maynard, H.
 Brazier, W.

Austin, J.
 Maynard, T.

Sawyer, C.
 Poate, J.

Lawrence, J., jun.
 Grigg, J., jun.

RATES of PILOTAGE.

See p. 293 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From Sea to Harbour - - - - -	2	1 10 -	270	361 8 5	25	28 16 11	2	3 9 -	68	92 12 11	367	477 15 3		

(2.)—OUTWARDS.

From Harbour to Sea - - - - -	-	£. s. d. -	230	£. s. d. 193 17 4	13	£. s. d. 7 2 5	-	£. s. d. -	63	£. s. d. 49 3 7	365	£. s. d. 250 3 1
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SOUTHAMPTON.

NAMES of PILOTS.

Nicholls, W.
Nicholls, J., jun.
Pearce, R. S.

Tubbs, G. W.
Bowyer, J. T.
Bowyer, W. C.

Penny, E.
Gadd, W. A.
Tubbs, W. G.

Blythe, J.
Dawson, G. H.
Bowyer, G. W.

Hill, W. S.
Wild, C.
Stephens, J. T.

RATES of PILOTAGE.

See p. 294 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Lepe to Southampton	1	£. s. d. 3 10 -	58	£. s. d. 69 5 8	3	£. s. d. 3 6 -	272	£. s. d. 588 15 6	19	£. s. d. 25 6 -	355	£. s. d. 910 12 4	706	£. s. d. 1,600 15 6
Into and out of Places within the District.	73	150 6 -	114	155 19 11	-	- - -	-	- - -	34	50 7 -	6	4 16 7	227	361 9 6
TOTAL - - -	74	153 16 -	170	225 5 7	3	3 6 -	272	588 15 6	53	75 13 -	361	915 8 11	993	1,962 5 -

(2.)—OUTWARDS.

From Southampton to Sea -	1	1 14 6	41	86 6 7	-	- - -	226	1,363 12 9	9	22 10 6	364	2,577 16 1	641	4,052 - 5
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TEIGNMOUTH.

NAMES of PILOTS.

Gilpin, W.
Ward, A.

Gilpin, R. R.
Matthews, W. H.

Matthews, F. R. J.
Whiteway, J.

Gilpin, W. H.

RATES of PILOTAGE.

See p. 295 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour	40	£. s. d. 24 4 11	245	£. s. d. 280 3 10	-	£. s. d. - - -	3	£. s. d. 3 19 7	1	£. s. d. 2 - 6	10	£. s. d. 18 5 1	299	£. s. d. 328 13 11

(2.)—OUTWARDS.

From Harbour to Sea -	47	18 10 9	301	187 14 4	1	- 7 6	4	3 6 11	-	- - -	7	6 11 9	360	218 11 3
Assistance, &c. - - -	3	15 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	3	15 - -
TOTAL - - -	50	33 10 9	301	187 14 4	1	- 7 6	4	3 6 11	-	- - -	7	6 11 9	363	231 11 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

W E L L S.

NAMES of PILOTS.

Crawford, W. | Watson, W. | Smith, R.

RATES of PILOTAGE.

See p. 296 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	3	1 11 6	16	12 19 3	2	1 17 -	-	- - -	5	5 7 -	2	2 2 -	28	23 16 9
(2.)—OUTWARDS.														
From Harbour to Sea - - -	9	4 16 9	7	5 2 6	1	- 9 -	-	- - -	6	2 11 9	-	- - -	23	13 - -

WEYMOUTH.

NAMES of PILOTS.

Way, T.	Benfield, J.	Crabb, A.	Benfield, J.	Russell, J.
Way, E.				
Chaddock, E.	Way, J.	Perry, J.	Carter, F.	Lovell, R.

RATES of PILOTAGE.

See p. 297 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth and Port- land Roads.	11	15 1 -	12	13 13 -	12	19 11 6	240	197 5 10	27	50 3 -	88	71 7 5	390	367 1 9
From Weymouth and Portland Roads to Harbour.	32	50 8 4	13	16 2 7	1	1 11 6	1	1 1 7	10	17 17 7	5	6 1 6	62	93 3 1
From Sea to Lyme - - - -	12	14 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	12	14 5 -
Distance Money, Assistance, &c. -	14	56 2 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	14	56 2 -
TOTAL - - -	69	135 16 4	25	29 15 7	13	21 3 -	241	198 7 5	37	68 - 7	93	77 8 11	478	580 11 10

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	-	- - -	1	- 8 3	4	7 12 3	204	152 3 3	9	17 19 -	94	66 12 5	312	244 15 2
From Harbour to Weymouth and Portland Roads.	11	10 1 9	1	1 - -	-	- - -	3	3 4 3	4	4 4 -	3	3 1 6	22	21 11 6
From Lyme to Sea - - - -	14	12 17 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	14	12 17 -
TOTAL - - -	25	22 18 9	2	1 8 3	4	7 12 3	207	155 7 6	13	22 3 -	97	69 13 11	348	279 3 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WOODBRIDGE.

NAMES of PILOTS.

Passiful, R.
Newson, W. G.Frost, C. E.
Newson, W.Taylor, M.
Adams, J. A.

RATES of PILOTAGE.

See p. 299 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Sea to Woodbridge - -	465	112 11 11	2	- 10 -	1	- 11 4	1	10 6	469	114 3 9
From Bowships to Woodbridge - -	126	48 19 6	2	- 11 8	-	-	2	1 11 3	130	46 2 5
TOTAL - - -	591	156 11 5	4	1 1 8	1	- 11 4	3	2 1 9	599	160 6 2

(2.)—OUTWARDS.

From Woodbridge to Sea - -	379	83 12 4	4	1 - 1	1	- 7 6	-	-	384	84 19 11
From Woodbridge to Bowships - -	88	23 15 2	3	- 19 8	1	- 12 -	-	-	92	25 6 10
Assistance, &c. - - -	31	11 3 2	-	-	-	-	-	-	31	11 3 2
TOTAL - - -	498	118 10 8	7	1 19 9	2	- 19 6	-	-	507	121 9 11

YARMOUTH.

NAMES of PILOTS.

Adams, A.
Austin, C.Austin, W.
Holt, B.

Howard, H.

RATES of PILOTAGE.

See p. 300 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1889.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.						
	COASTERS.				OVERSEA.				OVERSEA.										
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.								
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.							
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.							
From Sea to Roads	-	-	-	-	-	1	16	-	7	20	16	-	14	31	13	6			
From Roads to Harbour	-	-	69	98	17	10	1	-	12	-	41	67	6	-	237	393	13	11	
TOTAL	-	-	69	98	17	10	1	-	12	-	42	69	2	4	7	259	449	7	5

(2.)—OUTWARDS.

From Harbour to Roads - -	1	1 19 -	43	43 3 -	-	-	25	28 8 5	-	30	38 7 4	99	116 17 9
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY OF THE OUTPORT PILOTS.

P O R T.	Number of Pilots.	P O R T.	Number of Pilots.
ABERDOVEY - - - - -	4	NEATH - - - - -	19
BEAUMARIS - - - - -	10	NEWHAVEN - - - - -	8
BRIDGWATER - - - - -	8	PADSTOW - - - - -	6
BRIDPORT - - - - -	1	PENZANCE - - - - -	9
CAERNARVON - - - - -	6	PLYMOUTH - - - - -	31
CARLISLE - - - - -	3	POOLE - - - - -	9
COLCHESTER - - - - -	<i>Vide London.</i>	PORTMADOC - - - - -	6
DARTMOUTH - - - - -	9	ROCHESTER - - - - -	{ <i>Vide London (Sheerness).</i>
EXETER - - - - -	10	RYE - - - - -	
FALMOUTH - - - - -	57	ST. IVES - - - - -	14
FLEETWOOD AND BARROW - - - - -	15	SCILLY - - - - -	11
FOWEY - - - - -	11	SHOREHAM - - - - -	8
HARWICH - - - - -	2	SOUTHAMPTON - - - - -	15
HOLYHEAD - - - - -	4	TEIGNMOUTH - - - - -	7
IPSWICH - - - - -	5	WELLS - - - - -	3
ISLE OF WIGHT - - - - -	49	WEYMOUTH - - - - -	11
LOWESTOFT - - - - -	5	WOODBIDGE - - - - -	6
MALDON - - - - -	<i>Vide London.</i>	YARMOUTH - - - - -	5
MILFORD - - - - -	7	TOTAL - - - - -	376

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY, 1889.

PORTS.	Number of Vessels.	Inward Pilotage.	Number of Vessels.	Outward Pilotage.
		£. s. d.		£. s. d.
ABERDOVEY - - - - -	85	49 2 2	95	42 4 4
BEAUMARIS - - - - -	680	278 8 6	443	180 1 2
BRIDGWATER - - - - -	632	370 15 10	408	254 5 7
BRIDPORT - - - - -	51	40 2 -	45	19 17 9
CAERNARVON - - - - -	72	55 12 11	125	95 14 6
CARLISLE - - - - -	35	54 17 5	29	35 14 9
COLCHESTER - - - - -	28	25 17 10	20	12 8 2
DARTMOUTH - - - - -	726	1,960 14 3	115	225 10 10
EXETER - - - - -	357	517 15 7	133	102 18 1
FALMOUTH - - - - -	1,567	5,233 10 10	1,284	2,233 19 5
FLEETWOOD AND BARROW - - - - -	870	2,493 1 6	761	1,329 15 8
FOWEY - - - - -	479	436 10 10	245	218 13 6
HARWICH - - - - -	143	285 7 9	141	202 18 9
HOLYHEAD - - - - -	60	138 4 9	32	76 10 -
IPSWICH - - - - -	242	199 13 11	187	196 6 8
ISLE OF WIGHT - - - - -	1,643	5,168 3 1	979	1,617 11 11
LOWESTOFT - - - - -	203	360 17 4	138	152 16 -
MALDON - - - - -	90	60 11 11	89	54 6 6
MILFORD - - - - -	50	121 12 5	112	363 10 6
NEATH - - - - -	774	366 16 11	740	518 13 4
NEWHAVEN - - - - -	207	282 3 6	207	114 13 2
PADSTOW - - - - -	329	191 15 11	30	19 - 11
PENZANCE - - - - -	298	148 5 7	289	135 18 7
PLYMOUTH - - - - -	1,198	2,719 11 5	777	1,636 11 -
POOLE - - - - -	478	495 6 8	499	439 4 7
PORTMADOC - - - - -	566	245 10 8	533	317 8 5
ROCHESTER - - - - -	680	1,016 18 6	660	835 17 10
RYE - - - - -	97	81 19 7	96	53 2 1
ST. IVES - - - - -	671	248 1 11	196	193 18 2
SCILLY - - - - -	43	133 6 8	49	88 5 1
SHOREHAM - - - - -	367	477 15 3	306	250 3 4
SOUTHAMPTON - - - - -	933	1,962 5 -	641	4,052 - 5
TEIGNMOUTH - - - - -	299	328 13 11	363	231 11 3
WELLS - - - - -	28	23 16 9	23	13 - -
WEYMOUTH - - - - -	478	530 11 10	348	279 3 8
WOODBIDGE - - - - -	599	160 6 2	507	121 9 11
YARMOUTH - - - - -	259	449 7 5	99	116 17 9
		27,713 14 6	- -	16,832 3 7
LONDON - - - - -	- -	79,898 10 -	- -	57,387 12 8
TOTAL - - - - -	£.	107,612 4 6	- -	74,219 16 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District	-	-	-	-	-	-	434
Number of Pilots in the Outport Districts	-	-	-	-	-	-	376
AGGREGATE NUMBER	-	-	-	-	-	-	810

As to RECEIPTS FOR PILOTAGE.

	INWARDS.			OUTWARDS.		
	£.	s.	d.	£.	s.	d.
Amount received for Pilotage:						
In London District	79,898	10	-	57,387	12	8
In Outport Districts	27,713	14	6	16,832	3	7
£.	107,612	4	6	74,219	16	3

AGGREGATE RECEIPTS - - - £. 181,832. 0. 9.

Trinity House, London, }
29 April 1890.

Chas. A. Kent,
for Secretary.



PILOTAGE PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons,
dated 21 July 1890;—*for*,

COPY “of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PILOTAGE ORDERS CONFIRMATION BILLS (No. 1) and (No. 2).”

Board of Trade, }
21 July 1890. }

HENRY G. CALCRAFT.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PILOTAGE ORDERS CONFIRMATION BILLS, No. 1 and No. 2.

CLYDE.

The Order proposes to add to the Clyde Pilot Board three representatives of the river pilots, who must be, or have been, river pilots; such representatives to be elected in the manner provided by the Order.

BRISTOL.

The Order proposes to add to the Pilotage Committee appointed by the Pilotage Authority (the Corporation of Bristol) three representatives of the pilots of the port, who must be, or have been, licensed pilots; and three representatives of the shipowners of the port. The six additional members are to be elected in the manner provided by the Order.

Board of Trade, }
July 1890. }

C. Cecil Trevor.

PLOTAGE PROVISIONAL ORDERS.

COPY of MEMORANDUM stating the Nature of
the PROPOSALS contained in the PROVISIONAL
ORDERS included in the PLOTAGE ORDERS
CONFIRMATION BILLS (No. 1) and (No. 2).

(*Sir Michael Hicks Beach.*)

Ordered, by The House of Commons, to be Printed,
21 July 1890.

LONDON:
PRINTED BY HENRY HANSARD AND SON,
AND
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ADAM and CHARLES BLACK, North Bridge, Edinburgh;
and HODDER, PICTORS, and Co., 104, Grafton-street, Dublin.

[*Price ½ d.*]

COPY OF REPORT

OF THE

INQUIRY

INTO THE CAUSES OF THE ACCIDENT WHICH RECENTLY
HAPPENED TO THE PASSENGER SHIP

“CITY OF PARIS.”

Board of Trade,
7th July 1890. }

HENRY G. CALCRAFT,
Secretary.

*Ordered, by The House of Commons, to be Printed,
29 July 1890.*

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MERCHANT SHIPS (CASUALTIES).

COPY of REPORT of the INQUIRY into the Causes of the Accident which recently happened to the Passenger Ship "CITY OF PARIS."

"CITY OF PARIS" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 16th, 17th, 18th, 19th, 20th, 21st, 23rd, and 24th days of June 1890, before THOS. STAMFORD RAFFLES, Esquire, Stipendiary Magistrate, assisted by WM. EAMES and J. H. HALLETT, Esquires, Engineer Assessors, and Captain J. T. BRAGG, R.N.R., Nautical Assessor, into the circumstances attending the damage caused to or sustained by the British steamship "CITY OF PARIS," of Liverpool, in and near lat. $51^{\circ} 10'$, long. $15^{\circ} 23'$ W., in the Atlantic Ocean on or about the 25th March.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the damage to the starboard engine which caused this casualty was occasioned by the breaking of the outboard portion of the propeller shaft.

Dated this 24th day of June 1890.

(Signed) T. S. RAFFLES, Judge.

We concur in the above report.

(Signed) W. EAMES,
Chief Inspector of
Machinery, R.N., } Assessors.
J. H. HALLETT,
J. THRELFALL BRAGG, }

Annex to the Report.

This was an inquiry ordered by the Board of Trade into the damage caused to or sustained by the British steamship "City of Paris," of Liverpool, in or near latitude 51.10 N., longitude 25.23 W., in the Atlantic Ocean, on or about the 25th of March last. The Court consisted of Thomas Stamford Raffles, Esq., Stipendiary Magistrate, William Eames, Esq., and J. H. Hallett, Esq., Engineer Assessors, and Captain John Threlfall Bragg, R.N.R., Nautical Assessor.

Mr. Mansel Jones and Mr. Howard Smith were the counsel instructed by the Board of Trade, Sir Walter Phillimore, Q.C., and Mr. Baden Powell, instructed by Messrs. Hill, Dickinson, & Co., appeared for the owners, and Mr. Pickford, instructed by Messrs. Bateson & Co., appeared for the builders of the ship.

The "City of Paris" was a three-masted schooner-rigged twin-screw steamship, built of steel, in 1889, by Messrs. James and George Thomson, at Clydebank, Dumbarton, of 2,000 horse-power combined, official No. 96,289. Her gross tonnage was 10,498.64 tons, and her registered tonnage was 5,580.90 tons. She was registered at Liverpool, and was the property of the Inman and International Steamship Company, Limited, and Mr. Edmund Taylor, of Liverpool, was appointed managing owner. She was built under special survey of Lloyd's and the Board of Trade, and in accordance with the Admiralty requirements, and was classed in Lloyd's 100 A1. She was granted the highest class passenger certificate. She also received a certificate from the American authorities. She is constructed on the cellular double bottom principle, and the spaces between the inner and outer skins at the bottom being utilised as water ballast tanks, steel being the material mostly used in her construction. She has five decks, fourteen transverse bulkheads running from floors up to the main deck, strongly

built and stayed, which divides the vessel into fifteen water-tight compartments numbered from forward to aft. In Nos. 6, 7, and 8 are nine boilers in sets of three in each compartment. In No. 9 compartment were the engines. This compartment was divided by a middle line or longitudinal water-tight bulkhead running up to the main deck, thus dividing starboard and port engine-rooms. In this bulkhead was a water-tight iron door which gave access to the starting platform of each engine. There were no doors between the engine and boiler rooms, but in a recess abaft the engine-room was the dynamo-room, access to which was obtained by a water-tight door on each side. In each wing of this room was a water-tight door leading into the tunnel.

The "City of Paris" was commanded by Mr. Frederick Watkins, who holds a certificate of competency, No. 21,410, granted in 1864. She left New York on the 19th March, drawing 26 ft. 6 in. forward, and 25 ft. 3 in. aft, with a crew of 373 hands all told, and she had on board 687 passengers, and a full cargo of about 2,000 bales of cotton, leather, bacon, and cheese. All went well till the afternoon of the 23rd, when, in lat. $51^{\circ} 10'$ N. and long. $15^{\circ} 23'$ W., the engines began to race, and they heard a terrible crash in the starboard engine-room. The lights were put out, the engine-room was filled with steam, and it was apparent that some serious accident had occurred to the machinery. The chief engineer gave orders to shut off steam and all sea connections, and close all water-tight doors. The steam connexion after some little time was shut off, but in consequence of the rapid rise of water in the engine-room, it was impossible to get at and close the sea connexions. The water-tight doors in the middle line bulkhead and the dynamo-room were closed, and this was effected in a space of about three minutes. The water in the meantime, however, from the starboard engine-room had passed rapidly through the dynamo-room doors, and through holes in the middle line bulkhead made by the broken machinery. Every effort was made to prevent the water passing through the holes in the bulkhead from the starboard to the port engine-room, but owing to the rapid rise of water, it was found impracticable to effect it. An attempt was also made to stop the ingress of water by passing sails under the ship's bottom, but without success. The water continued to gain in both engine-rooms until between 8 and 9 p.m., when the engineers and firemen were compelled to leave the engine-rooms. With reference to the water which got into Nos. 11 and 12 compartments, this was caused by a serious injury to a valve-box in the port side of the starboard engine-room, which was in connexion with these compartments and in open communication with the engine-room. The connexion between these compartments through the broken valve-box was with considerable difficulty partially closed. The Downton pumps in connexion with these compartments had been previously rigged and manned, but no impression could be made upon the water until the partial stoppage of the water through the broken valve-box had been effected. As the vessel was drifting to the northward of the course of passing steamers, the master considered it desirable to send the chief officer in one of the boats for assistance. On the 27th he was sent away with six men. He spoke the "Adriatic" at 1 a.m. of the 28th, and asked the master to tow the "City of Paris," and he declined, as his instructions are only to save life. However, the "Adriatic" spoke the "Aldersgate" and accompanied her down to the "City of Paris," when the "Adriatic" left, being westward bound. At daylight on the 28th the "Aldersgate" took the "City of Paris" in tow, and the "Ohio" came up afterwards and stood by, and at 4.30, with further tug assistance, they arrived at Queenstown, where the chief mate and his crew rejoined their ship. The "City of Paris" at the time of the accident was drawing 23 ft. 6 in. aft and 22 ft. forward, and on arriving at Queenstown 34 ft. aft and 19 ft. 3 in. forward, the freeboard being at the stern about 10 ft. and

the mean draft being only $8\frac{1}{2}$ inches more than when she left New York. She was pumped out at Queens-town, the sea connexions being stopped by divers, and she was brought to Liverpool by her own port engine on the 3rd April without assistance. She had ample boat accommodation, and in every respect was thoroughly equipped.

On the conclusion of the evidence Mr. Mansel Jones put in the following questions:—

1. Whether, in the construction of the vessel, her engines and machinery, full provision was made to ensure her safety as an ocean-going steamer, and whether in any, and if so, in what respects the safety of the vessel was sacrificed to speed?

2. Is cast steel a proper and suitable material to be employed in the columns, bed-plates, and boxes of the bearings of the shaft, all or either of these portions of the machinery?

3. Was the shaft of the starboard engine properly and sufficiently supported throughout by bearings, was the after bracket properly constructed, and was it of sufficient strength, having regard to the length of shafting and the propeller it had to support?

4. Were the bushes in the stern tube and after bracket of suitable materials and of proper construction?

5. Were the shaft liners properly constructed; were they of suitable material, and were they properly fitted to the shaft?

6. Were the cylinders, piston rods, connecting rods, and all other parts of the machinery of the starboard engines of suitable material; was the material properly examined and tested, and the starboard engines properly constructed?

7. Whether suitable governors were provided?

8. Were the bulkheads properly constructed, and were they of sufficient strength independently of support from either shoring or cargo, for the purpose of ensuring the safety of the vessel, assuming any two of the large compartments flooded at the same time in any state of the weather?

9. Whether the longitudinal bulkhead between the engine-rooms was of sufficient strength and carried to a sufficient height, and was it desirable that there should be a door in it below the water line?

10. Having regard to the fact that this vessel had two engines entirely independent of each other, was the sail power sufficient?

11. What was the cause of the cracks which developed in the columns, and were they efficiently repaired?

12. What was the cause of the lignum vitæ in the bush in the starboard bracket wearing down $\frac{5}{16}$ ths of an inch, and was it properly and sufficiently re-lined and made good in January last?

13. Having regard to the wearing down of the lignum vitæ in this bush, was it sufficiently examined thereafter?

14. Was it possible, either by observation or sound, to have discovered when the engines were working that the after-bearing of the propeller shaft was worn down?

15. What was the cause of the casualty?

16. What was the cause of the water finding its way into the engine-room and other compartments?

17. Was the bulkhead, forward of the engine-room, weakened by cutting away the lower portions of two of the stiffeners; did it leak or bulge after the casualty, and was the shoring necessary in order to ensure its safety?

18. Would it be desirable in future that the large sea connections should be capable of being closed from the main or upper deck?

19. Have the Court any suggestions or observations to offer, which, in their opinion, might tend to obviate casualties of a similar nature in the future?

Sir Walter Phillimore called several witnesses, amongst whom were Sir Edward Reed, M.P., Sir Frederick Bramwell, Mr. B. Martell, and several other experts. Sir Walter Phillimore and Mr. Pickford addressed the Court for their respective clients, and Mr. Mansel Jones replied.

The Court gave judgment as follows:—

1. We are of opinion that full provision was made to ensure her safety as an ocean-going steamer, and that the safety of the vessel was not sacrificed to speed.

2. We consider cast steel to be a proper and suitable material to be employed generally in the construction of various parts of engines that have been hitherto usually made of cast iron.

3. The inboard portions of the propeller shaft of the starboard engine are amply supported, and judging from the present condition of the outboard portions of the propeller shaft of the port engine, the supports to the outboard portions of the propeller shaft of the starboard engine, which are of similar construction to those of the port one, would appear to have been sufficient. The after bracket in each case is properly constructed, and is of sufficient strength for the shafting and propeller it had to support.

4. The bushes in the stern tubes and after brackets are of suitable materials. The construction, that is, the method of securing the lignum vitæ, is somewhat recent, and is said to be much used by Clyde and other engineers with satisfactory results. It is, however, to be observed that in the older and more generally adopted system of fitting, that is, by placing each strip of lignum vitæ in a suitably formed recess having gun metal partitions between them, each strip is thus preserved in position, and the waterways between them are larger and less liable to choke.

5. The liners or casings were of suitable material, and the evidence we have heard proves that they were properly constructed and fitted to the shaft.

6. The cylinders, piston rods, connecting rods, and other parts of the machinery of the starboard engines were generally of suitable materials, and the engines were properly constructed. The materials were tested in the usual manner to the satisfaction of the surveyors of the Board of Trade and of Lloyd's.

7. Governors were provided for controlling the engines in a seaway. They were not connected when the accident of the 23rd March occurred; and if they had been, they could not have affected the results of it.

8. The bulkheads were properly constructed, and from our personal inspection of the ship and from the evidence that has been given respecting them, we are of opinion that they were sufficiently strong, without shoring or cargo, to stand the pressure that they may have been subjected to, assuming any two of the large compartments to be flooded at the same time, in any state of the weather.

9. The longitudinal bulkhead between the engine-rooms is of sufficient strength, and carried sufficiently high. It is desirable that there should be a door in it below the water line, but it is also desirable that this door should be placed as high in the bulkhead as is consistent with the purposes for which it is required, which was the case in this instance.

10. We consider that the sail power was sufficient.

11. The cracks developed in the cast steel columns of the engines were, in our opinion, caused by the contraction in cooling, which is greater in steel castings than in many other metals, and which in consequence of the necessary structural arrangements of these castings sets up considerable tension in some parts. The cracks in five of the columns of these engines were repaired by steel plates secured in a very efficient and workmanlike manner.

12. We have no evidence that would enable us to express an opinion as to the cause of the lignum vitæ in the bush of the starboard bracket wearing down about $\frac{5}{16}$ ths of an inch, as it appeared when examined in dock in January last. We have evidence as to the manner in which it was re-lined, and we have no reason to suppose that it was not properly effected; but looking to the fact that the lignum vitæ in the bush of the port bracket had shown an inappreciable amount of wear at that time, it would have been more satisfactory to have withdrawn the tail shaft, so as to have re-lined the bush either in its place or in the workshop. The condition of the gun-metal casing or liner on the tail shaft would then have been exposed to a thorough inspection, and if a defect existed it would in all probability have been discovered.

13. Having regard to the statement that this ship was to be docked within two months, in accordance with the requirements of the Board of Trade, we are of opinion that the opportunity that would have been thus afforded for further examination would have been sufficient.

14. It was not possible to discover by observation when the engines were running at sea that the after bearing of the propeller shaft had worn down, but we would observe, that when a propeller becomes loose on its shaft, or the propeller shaft becomes loose in its bearings, it generally gives unmistakeable notice of its condition (by sound) to those who may happen to be in any near proximity to that portion of the ship to which it is attached.

15. We are of opinion that the primary cause of the casualty was the extraordinary wearing down of the bearing of the bracket which supported the extreme end of the propeller shaft, by which that end had dropped from its original and proper position about 7 in. That this wearing down of the after end, its distance (about 50 ft.) from its nearest support in the stern tube coupled with the weight of the propeller, and of the shaft itself produced a bending effect on the shaft at its forward support co-existent with each revolution of the engine; that this had probably produced rupture of external surface, which gradually extended inwardly, and finally to total fracture of the shaft; that the engines being thus relieved from all resistance beyond the friction of its own moving parts would almost instantaneously have acquired a greatly accelerated velocity, the result of which was probably sufficient by the additional strains on the various connexions to diminish the clearance allowed the piston and the cylinder cover of the low-pressure engine at the top end of its stroke; that the cover was struck by the piston and thrown off, the piston probably broken up in the act; the cylinder torn asunder, the condenser seriously broken, and the destruction of the various other parts rapidly accomplished. As to the cause of the wearing down of the after bearing of the propeller shaft, considerable difference of opinion appeared to exist. This wearing was of an abnormal character and of unfrequent occurrence—generally it may be said to have been attributed to two distinct causes, one being that the gun-metal casing or liner of the shaft had burst through, being in a state of excessive tension. The other cause suggested was that ashes which had been more frequently thrown overboard on the starboard side than on the port had got into the bearing and set up the action that led to this wear; but there is scarcely a steamship running whose outer shaft bearings are not subject to the conditions that may be supposed to arise through ashes or other debris from the ship. What seems to have occurred is that from some cause or other the waterways in the lignum vitæ strips became choked, or were insufficient for the passage of water; that the friction and heat generated soon destroyed the lignum vitæ; that the metal casing of the shaft and the bush being brought in contact heat was further developed sufficient to break up the metal casing of the shaft, the fragments of which that were found in the outer protecting case of the shaft presented the appearance of metal that had been broken while hot, and that the high temperature of the rubbing surfaces of the shafts and its bearing caused the extraordinary wear that followed.

16. The cause of the water finding its way into the engine-rooms and other compartments was that in the break up of the engine a large portion of the low-pressure cylinder fell or was driven against the condenser, tearing away a considerable portion of its body, tube plates, and tubes, and thereby opening a large communication with the sea. Through this opening the water rushed in such volume that before any of the inlets to circulating pumps could be closed they became covered by the water and out of reach. Water also passed in through the sea connexions of the auxiliary condenser, and as previously described the water passed into the port engine-room through the dynamo room, bulkhead doors, the injured bulkhead of this compartment, and through the apertures broken through the middle line bulkhead by the ruptured machinery, and into No. 10 by the injury to the forward bulkhead of that compartment; into Nos. 11 and 12 by serious injury to the valve box of pumps in engine-room, which were in connexion with these compartments.

17. We do not consider that the cutting away of a lower portion of a stiffener on each side of the forward bulkhead of the engine-room materially weakened it, as the apertures cut were made good by substantial plate doors bolted thereto. The bulkhead, it was stated, did not leak, some slight bulging was said to have shewn, but we do not consider shoring would have been necessary to insure its safety.

18. We certainly consider it desirable that suitable means should be provided by which the main sea connexions, such as inlets and discharges for circulating water of condensers, and the main steam stop valves of the engines could be closed from some convenient position on the main deck exterior to the engine-rooms.

19. It will be readily understood that, after the practically unanimous testimony of eminent authorities of the Board of Trade, of Lloyd's surveyors, and various experts who have been called during this inquiry, as to

the strength, completeness, and efficiency in all respects of this ship for the service for which she was especially designed and constructed, the Court does not consider itself in a position to offer many suggestions or observations thereon. We may observe that, during the course of this inquiry, we had evidence that, even if some of the forward compartments of this ship had been filled with water, in addition to those already filled aft, she would still have had a fair amount of freeboard, and have been able to float under the circumstances, her mean draft of water, on arrival at Queenstown, being only 8 or 9 inches more than when she left New York. We are of opinion, having regard to the trying ordeal through which she passed, that she has proved herself to be one of the finest and safest vessels in the Mercantile Marine. The Court would suggest that it is very desirable a really efficient and trustworthy governor, of the most approved form, should be fitted to each engine and driven by the main shaft. It should be connected by suitable means to the main steam valve and such other valves as may be directly effective in controlling the speed of the engines, and it should never be disconnected from the engine or thrown out of action while they were running. Such a fitting would obviate, if not entirely prevent, a serious casualty in case of shaft fracture or engines racing from any other cause. The Court has been informed that only the bulkheads of the extreme forward and extreme after compartments of this ship had been tested with water pressure, and that this is the usual practice. The Court would, however, suggest the desirability of all so-called water-tight bulkheads being tested with water up to a certain height (say orlop deck), not by filling the compartments with water, as appeared to be in the minds of some of the witnesses, nor even to test the strength of the bulkheads, but to test their water tightness; and we are of opinion that this could be effected without much inconvenience or additional expense by the use of a hose jet, and by running water up to the height mentioned. With reference to the supports for outboard lengths of propeller shafting in large and fast ships generally, it is not intended to make any observations of an adverse character on that provided in the "City of Paris," which was no doubt sufficient so long as the after bearing continued in a normal condition, but in view of the considerably increased length of these shafts in recently constructed fast ships and the possibility, happily very unusual, of a similar wearing down of the end of the bearing, and from which there is no immunity, fracture of the shaft with corresponding destruction of the engine and its consequences would in all probability take place. The Court would therefore suggest that this is a question of sufficient importance to deserve the careful consideration of naval architects and engineers. The Court would suggest the desirability of isolating each water-tight compartment from others as far as possible, but having regard to the convenience and advantage of steam pumping power as compared with manual, the Court is of opinion that where it is applied to the various compartments in the ship by connexions with pumps in the engine-rooms, suitable means should be provided for closing and opening these connexions from the main deck.

Before closing our remarks on this case, the Court desires to refer to the admirable manner in which the captain and deck officers, the chief engineer and his assistants, and the crew generally performed their duties and conducted themselves in the trying position they were placed in after this casualty. The Court is of opinion that this was in a great measure the cause of the calmness and confidence exhibited by the passengers, and of their general praiseworthy conduct under circumstances not devoid of peril. And, further, the Court wishes to say that during this inquiry they have received every assistance from all parties concerned to arrive at the conclusions embodied in this report.

(Signed) T. S. RAFFLES, Judge.

We concur in this report.

(Signed) W. EAMES,
Chief Inspector of
Machinery, R.N., } Assessors.
J. H. HALLETT,
J. THRELFALL BRAGG, }

Liverpool, 24th June 1890.

MERCHANT SHIPS (CASUALTIES).

COPY OF REPORT

OF THE

INQUIRY into the Causes of the Accident which recently
happened to the Passenger Ship "CITY OF PARIS."

*Ordered, by The House of Commons, to be Printed,
29 July 1890.*

[*Price 1d.*]

ABSTRACTS
OF THE RETURNS MADE TO THE BOARD OF TRADE
OF
SHIPPING CASUALTIES
WHICH OCCURRED
ON OR NEAR THE COASTS OR IN RIVERS AND
HARBOURS OF THE UNITED KINGDOM,

From the 1st July 1888 to the 30th June 1889;

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE
YEAR 1888-89

OF
SHIPPING CASUALTIES
WHICH OCCURRED TO
**BRITISH VESSELS ELSEWHERE THAN ON THE COASTS
OF THE UNITED KINGDOM;**

AND TO
**FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS
AND HARBOURS OF BRITISH POSSESSIONS ABROAD;**

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made to the Registrar General of Seamen during the Year 1888-89 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Sea Casualties, held by order of the Board of Trade, during the Year 1888-89; and of the Official Inquiries Abroad, instituted by Consular and Colonial Officers and others, into the Causes of Sea Casualties, of which the Reports were received at the Board of Trade during the Year 1888-89;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.



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INTRODUCTION.

The following is an analysis of the gross results of the tables contained in the Wreck Abstract for 1888-9 so far as they relate to wrecks, &c. of British vessels at sea.

Wrecks of and Casualties to Vessels belonging to the United Kingdom.

The *total number of Sea Casualties* which occurred in 1888-9 (total losses, and serious and minor casualties,) was 6,923.

The *number of Total Losses at Sea* was 507 (tonnage, 183,964). This is lower both in vessels and tonnage than any of the preceding twelve years dealt with in the Return, and lower than the average for the twelve years by 183 vessels and 49,007 tons.

		Vessels.	Tonnage.
1887-8	-	573	201,519
1886-7	-	603	214,117
1885-6	-	553	212,315
1884-5	-	561	212,149
1883-4	-	717	245,501
1882-3	-	810	277,490
1881-2	-	906	290,287
1880-1	-	956	282,679
1879-80	-	609	229,013
1878-9	-	646	210,294
1877-8	-	621	201,827
1876-7	-	730	218,461

The number of classed ships lost at sea in 1888-9 was 182, which was 23 less than in 1887-8, 37 less than in 1886-7, 13 less than in 1885-6, and lower by 103 than the average for the nine years preceding 1885-6. The tonnage of classed ships lost was 140,257, which was lower than the classed tonnage lost in any previous year since 1877-8. The number of classed sailing ships lost was 93, which was lower than in any of the preceding twelve years. The tonnage of classed sailing vessels lost was 71,844, which was lower than in any year since 1884-5 when it was 62,529. The number of classed steamships lost was 89, with a tonnage of 68,413, which was lower as regards number than in any year since 1880-1, except 1885-6, and higher than in any of the years 1876-7 to 1879-80; and lower as regards tonnage than in any year since 1878-9, but higher than in that or either of the two preceding years. The number of unclassified sailing ships lost was 293, or 36 less than in 1887-8, 49 less than in 1886-7, and 27 less than in 1885-6, and lower by 107 than the average for the 10 years prior to 1886-7, while the tonnage was 31,375 against 37,133 in 1887-8, 41,316 in 1886-7, and 42,859 in 1885-6, and was lower than in any of the previous 9 years, except 1884-5. The number of unclassified steamships lost was 32, against 39 in 1887-8, 42 in 1886-7, and 38 in 1885-6, and an average of 34 for the 10 years prior to 1886-7, the tonnage being 12,332 against 12,747 in 1887-8, 8,989 in 1886-7, and 19,565 in 1885-6, and an average of 13,064 for the 10 years prior to 1886-7.

The number of serious casualties not amounting to total loss was 2,097, and of these, 1,062 occurred to steamships.

The loss of life by wreck and casualty in vessels belonging to the United Kingdom was 2,006 in 1888-9, or 463 more than in 1887-8, 81 more than in 1886-7, but 26 less than the average for the 10 years preceding 1886-7.

Of these 2,006 persons lost, 1,333, including 754 passengers, were lost in missing vessels.

The number of missing vessels was 53, against 50, 66, 44, and 59 respectively in the four preceding years, an average of 143 in the four years preceding 1884-5, and an

average of 74 in the four years preceding 1880-1. The missing vessels in 1888-9 were as follows:—

Sailing vessels	46,	tonnage	15,356,	lives lost	472
Steam vessels	7,	tonnage	3,994,	lives lost	861
					<u>1,333</u>

The number of lives lost in missing vessels was greatly swelled by the large number of persons (746, of whom 703 were Indian passengers) lost in the SS. "Vaiturna" of Glasgow, 64 tons, which was missing on a coasting voyage in India.

Wrecks of and Casualties to Vessels belonging to British Possessions Abroad.

The total number of Sea Casualties which occurred in 1888-9 (total losses, and serious and minor casualties,) was 793.

The number of Total Losses was 246 (tonnage 49,744), against 333 (tonnage 60,529) in 1887-8, 410 (tonnage 70,209) in 1886-7 and 441 (tonnage 75,001) in 1885-6. This is lower as regards both number and tonnage than any of the preceding 12 years.

There were 17 steamers lost against 22 in 1887-8, 26 in 1886-7, and an annual average of 16 for the 10 years preceding 1886-7.

The serious casualties, not amounting to total loss, were 290, of which 43 occurred to steam vessels.

The loss of life was 227 in 1888-9, against 991 in 1887-8, 1,529 in 1886-7, 818 in 1885-6, and an average of 559 for the 10 years preceding 1886-7.

The lives lost in 1887-8 were swelled by 495 Chinese passengers lost in the "Wah Yeung," of Hong Kong, and 131 passengers lost in a ferry boat on the River Hooghly below the boundary fixed for river casualties. The lives lost in 1886-7 were swelled by 735 Indian passengers lost in the missing steamer "Sir John Lawrence."

The number of missing vessels was 14, against 21 in 1887-8, 14 in 1886-7, and an average of 28 in the 10 years preceding 1886-7, viz.:—

Sailing vessels	14,	tonnage	1,674,	lives lost	111
Steam vessels	—,	tonnage	—,	lives lost	—
					<u>111</u>

British Vessels of all kinds.—Summary.

The total number of Sea Casualties (total losses, and serious and minor casualties) which occurred to British vessels was 7,716.

The number of Total Losses at Sea was 753 (tonnage 233,708). This, as regards vessels, is 153 lower than 1887-8, 260 lower than in 1886-7, and lower by 343 than the average for the 10 years preceding 1886-7, and considerably lower as regards both vessels and tonnage than any of the 12 preceding years:—

	Vessels.	Tonnage.
1887-8	906	262,048
1886-7	1,013	284,326
1885-6	994	287,316
1884-5	940	270,129
1883-4	1,103	319,363
1882-3	1,184	346,647
1881-2	1,303	378,424
1880-1	1,310	348,186
1879-80	972	298,975
1878-9	1,038	298,449
1877-8	965	269,034
1876-7	1,155	291,490

The Loss of Life was 2,233 in 1888-9 against 2,534 in 1887-8, 3,454 in 1886-7, and an average of 2,584 for the 10 years preceding 1886-7.

The number of Missing Ships was 67,—

Sailing ships	60,	tonnage	17,030,	lives lost	583
Steam ships	7,	tonnage	3,994,	lives lost	861
					<u>1,444</u>

The gross results as regards mortality amongst seamen actually employed at sea in British vessels will be found in the following Abstract, full details being given in the body of the Return. The deaths of passengers are also shown as far as reported. The term passenger includes pilots, masters' wives, and all other persons who are not usually entered in the Articles of Agreement.

	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, in- cluding Lascars.	Pas- sengers.	Total.	Crew, in- cluding Lascars.	Pas- sengers.	Total.	Crew, in- cluding Lascars.	Pas- sengers.	Total.
	*			*			*		
From Merchant Vessels registered under the Merchant Shipping Acts :—									
By Wrecks of, or Casualties to, the Vessels (see Tables 12 and 29).	944	793	1,737	165	11	176	1,109	804	1,913
By Accidents other than Wreck or Casualty (see Tables 18 and 35).	498	30	528	109	—	109	607	30	637
By Disease, Murder, Suicide, &c. (see Tables 18 and 35).	568	822	1,390	70	16	86	638	838	1,476
Totals for 1888-9	2,010	1,645	3,655	344	27	371	2,354	1,672	4,026
" 1887-8	2,273	958	3,231	512	547	1,059	2,785	1,505	4,290
" 1886-7	2,230	1,244	3,474	522	1,053	1,575	2,752	2,297	5,049
" 1885-6	1,708	970	2,678	507	220	727	2,215	1,190	3,405
" 1884-5	1,984	1,389	3,373	362	34	396	2,346	1,423	3,769
From Fishing Vessels :—									
By Wrecks of, or Casualties to, the Vessels (see Table 46 and note to Table 48).	232	1	233	39	—	39	271	1	272
By Accidents other than Wreck or Casualty (see Table 47).	162	—	162	—	—	—	162	—	162
By Disease, Murder, Suicide, &c. (see Table 47).	14	—	14	—	—	—	14	—	14
Totals for 1888-9	408	1	409	39	—	39	447	1	448
" 1887-8	368	2	370	20	—	20	388	2	390
" 1886-7	267	4	271	165	—	165	432	4	436
" 1885-6	233	2	235	22	55	83	261	57	318
" 1884-5	272	1	273	18	—	18	290	1	291
From other Boats and Craft :—									
By Wrecks of, or Casualties to, the Vessels (see Tables 40, 42, 44, and note to Table 43).	31	5	36	12	—	12	43	5	48
Totals for 1887-8	115	33	148	14	151	165	129	184	313
" 1886-7	76	14	90	25	28	53	101	42	143
" 1885-6	40	8	48	164	51	215	204	59	263
" 1884-5	65	8	73	54	1	55	119	9	128
Total number of DEATHS AT SEA in British and Colonial vessels from all causes 1888-9	2,449	1,651	4,100	395	27	422	2,841	1,678	4,522
" " 1887-8	2,756	993	3,749	546	698	1,244	3,302	1,691	4,993
" " 1886-7	2,573	1,262	3,835	712	1,081	1,793	3,285	2,343	5,628
" " 1885-6	1,981	980	2,961	699	326	1,025	2,680	1,306	3,986
" " 1884-5	2,321	1,398	3,719	434	35	469	2,755	1,433	4,188

* Deaths of Lascars in rivers and harbours, other than by wreck or casualty, cannot be shown separately, and are therefore included with deaths at sea.

The following Abstract shows the number of deaths* of seamen in rivers and harbours whilst employed, or on Articles of Agreement for employment, in British vessels. Deaths of passengers are also shown when reported.

	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, in- cluding Lascars Lost by Wreck. *	Pas- sengers.	Total.	Crew, in- cluding Lascars Lost by Wreck. *	Pas- sengers.	Total.	Crew, in- cluding Lascars Lost by Wreck. *	Pas- sengers.	Total.
From Merchant Vessels registered under the Merchant Shipping Acts:—									
By Wrecks of, or Casualties to, the Vessels (<i>see</i> Table 75).	24	12	36	14	—	14	38	12	50
By Accidents other than Wreck or Casualty (<i>see</i> Tables 76 and 77).	343	3	346	19	—	19	362	3	365
By Disease, Murder, Suicide, &c. (<i>see</i> Tables 76 and 77).	476	59	535	59	2	61	535	61	596
Totals for 1888-9 - - -	843	74	917	92	2	94	935	76	1,011
„ 1887-8 - - -	693	82	775	121	2	123	814	84	898
„ 1886-7 - - -	913	65	978	152	—	152	1,065	65	1,130
„ 1885-6 - - -	874	83	957	184	17	201	1,058	100	1,158
„ 1884-5 - - -	785	101	886	100	2	102	885	103	988
From Fishing Vessels:—									
By Wrecks of, or Casualties to, the Vessels (<i>see</i> Table 75).	4	—	4	—	—	—	4	—	4
By Accidents other than Wreck or Casualty (<i>see</i> Table 78).	16	—	16	—	—	—	16	—	16
By Disease, Murder, Suicide, &c. (<i>see</i> Table 78).	6	—	6	—	—	—	6	—	6
Totals for 1888-9 - - -	26	—	26	—	—	—	26	—	26
„ 1887-8 - - -	21	—	21	—	—	—	21	—	21
„ 1886-7 - - -	19	1	20	—	—	—	19	1	20
„ 1885-6 - - -	10	—	10	1	—	1	11	—	11
„ 1884-5 - - -	16	—	16	—	—	—	16	—	16
From other Boats and Craft:—									
By Wrecks of, or Casualties to, the Vessels (<i>see</i> Table 75).	6	1	7	5	36	41	11	37	48
Totals for 1887-8 - - -	6	3	9	2	1	3	8	4	12
„ 1886-7 - - -	7	4	11	3	—	3	10	4	14
„ 1885-6 - - -	8	7	15	—	—	—	8	7	15
„ 1884-5 - - -	9	2	11	9	—	9	18	2	20
Total number of DEATHS IN RIVERS AND HARBOURS in British and Colonial vessels from all causes -	875	75	950	97	38	135	972	113	1,085
Totals for 1887-8 - - -	720	85	805	123	3	126	843	88	931
„ 1886-7 - - -	939	70	1,009	155	—	155	1,094	70	1,164
„ 1885-6 - - -	892	90	982	185	17	202	1,077	107	1,184
„ 1884-5 - - -	810	103	913	109	2	111	919	105	1,024

* See note to foregoing table.

And the following Abstract, which is simply a summary of the two foregoing statements, shows the total mortality amongst seamen employed, or on Articles of Agreement for employment, in British vessels, and also the total number of deaths of passengers reported.

	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, in- cluding Lascars.	Pas- sengers.	Total.	Crew, in- cluding Lascars.	Pas- sengers.	Total.	Crew, in- cluding Lascars.	Pas- sengers.	Total.
From Merchant Vessels registered under the Merchant Shipping Acts:—									
By Wrecks of, or Casualties to, the Vessels.	968	805	1,773	179	11	190	1,147	816	1,963
By Accidents other than Wreck or Casualty.	841	33	874	128	—	128	969	33	1,002
By Disease, Murder, Suicide, &c. -	1,044	881	1,925	129	18	147	1,173	899	2,072
Totals for 1888-9 - - -	2,853	1,719	4,572	436	29	465	3,289	1,748	5,037
„ 1887-8 - - -	2,966	1,040	4,006	633	549	1,182	3,599	1,589	5,188
„ 1886-7 - - -	3,143	1,309	4,452	674	1,053	1,727	3,817	2,362	6,179
„ 1885-6 - - -	2,582	1,053	3,635	691	237	928	3,273	1,290	4,563
„ 1884-5 - - -	2,769	1,490	4,259	462	36	498	3,231	1,526	4,757
From Fishing Vessels:—									
By Wrecks of, or Casualties to, the Vessels.	236	1	237	39	—	39	275	1	276
By Accidents other than Wreck or Casualty.	178	—	178	—	—	—	178	—	178
By Disease, Murder, Suicide, &c. -	20	—	20	—	—	—	20	—	20
Totals for 1888-9 - - -	434	1	435	39	—	39	473	1	474
„ 1887-8 - - -	389	2	391	20	—	20	409	2	411
„ 1886-7 - - -	286	5	291	165	—	165	451	5	456
„ 1885-6 - - -	243	2	245	29	55	84	272	57	329
„ 1884-5 - - -	288	1	289	18	—	18	306	1	307
From other Boats and Craft:—									
By Wrecks of, or Casualties to, the Vessels.	37	6	43	17	36	53	54	42	96
Totals for 1887-8 - - -	121	36	157	16	152	168	137	188	325
„ 1886-7 - - -	83	18	101	28	28	56	111	46	157
„ 1885-6 - - -	48	15	63	164	51	215	212	66	278
„ 1884-5 - - -	74	10	84	63	1	64	137	11	148
Grand total of DEATHS AT SEA AND IN RIVERS AND HARBOURS in British and Colonial vessels from all causes.	3,324	1,726	5,050	492	65	557	3,816	1,791	5,607
Totals for 1887-8 - - -	3,476	1,078	4,554	669	701	1,370	4,145	1,779	5,924
„ 1886-7 - - -	3,512	1,332	4,844	867	1,081	1,948	4,379	2,413	6,792
„ 1885-6 - - -	2,873	1,070	3,943	884	343	1,227	3,757	1,413	5,170
„ 1884-5 - - -	3,131	1,501	4,632	543	37	580	3,674	1,538	5,212

Deaths in unregistered merchant vessels, registered river craft, and yachts, except those arising from wreck and casualty, are not included in this return, and there is reason to believe that the deaths in Colonial sea-going registered vessels are not all reported. Deaths of seamen from any cause after discharge or desertion from their ships are not shown in the tables for 1888-9.

The tables provide materials for an investigation of the extent to which the various classes of vessels comprising the British Mercantile Marine, and their crews, are affected by the losses reported in each year. The statements which follow show the result of such an investigation for the five years ended June 1889, so far as regards casualties to seagoing merchant vessels registered in the United Kingdom.

The figures relating to losses in the statistical year ending in each June are compared with the figures relating to employment in the calendar year ended in the previous December, with this exception, that for the calendar year 1884 the figures relating to employment were not obtainable, and the losses for the statistical year 1884-5 are therefore compared with the employment in the year ended in the following December.

Fishing vessels and their crews are entirely excluded from all the years in the following tables, and yachts and their crews are entirely excluded from the last three years, but in the earlier years some were included.

Per-centages of Loss and Casualty to Vessels employed.

Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Five Statistical Years ended June 1889 to have met with Sea Casualties, compared with the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were employed during each of the Five Calendar Years ended December 1888, and remained on the Register at the end of each Year.

Year.	Vessels which were Employed during, and remained on the Register at the end of the Calendar Year.		Total Losses.				Serious Casualties.				Minor Casualties.				Total.			
			Ves- sels.		Ton- nage.		Per-centage Lost to Employed.		Ves- sels.		Ton- nage.		Per-centage Damaged to Employed.		Ves- sels.		Ton- nage.	
	Ves- sels.	Tonnage.																

(a.) Sailing Vessels.

1881-5	9,849	3,005,340	290	87,846	3'04	2'92	493	172,846	5'01	5'75	1,716	560,982	17'42	18'06	2,508	821,674	25'46	27'34
1885-6	9,849	3,005,344	311	111,668	3'16	3'71	499	157,656	5'07	5'24	1,561	541,070	15'85	18'00	2,371	810,394	24'07	26'96
1886-7	8,910	2,900,955	339	114,938	3'80	3'95	678	248,968	7'61	8'56	1,483	482,429	16'64	16'68	2,500	846,335	28'06	29'08
1887-8	8,561	2,783,551	293	109,012	3'42	3'92	561	222,599	6'55	8'00	1,375	527,441	16'06	18'95	2,229	869,052	26'04	30'86
1888-9	8,267	2,699,646	244	97,128	2'95	3'60	571	245,438	6'91	9'09	1,400	504,126	16'93	18'67	2,215	846,692	26'79	31'36

(b.) Steam Vessels.

1884-5	4,707	3,788,665	153	120,633	3'25	3'21	573	451,859	12'17	12'02	1,438	654,473	30'55	17'41	2,164	1,226,965	46'97	32'64
1885-6	4,707	3,788,665	116	97,040	2'46	2'38	569	429,551	12'09	11'43	1,333	1,118,312	23'32	29'75	2,018	1,644,903	42'57	43'76
1886-7	4,522	3,780,668	130	95,025	2'87	2'51	740	639,140	18'36	10'56	1,465	1,264,762	32'40	39'45	2,335	1,865,915	51'64	52'53
1887-8	4,570	3,906,790	119	86,837	2'60	2'23	819	653,903	17'92	16'78	1,420	1,151,064	31'07	29'54	2,368	1,891,824	51'60	48'55
1888-9	4,820	4,132,887	114	80,537	2'37	1'93	1,062	847,299	20'79	20'26	1,463	1,199,298	30'35	28'67	2,579	2,127,184	53'51	50'86

(c.) Total.

1881-5	14,556	6,764,005	452	208,479	3'11	3'08	1,066	624,705	7'32	9'23	3,154	1,215,455	21'67	17'97	4,672	2,048,639	32'10	30'28
1885-6	14,556	6,764,005	427	208,708	2'93	3'09	1,068	587,207	7'34	8'68	2,894	1,659,382	19'88	24'53	4,389	2,465,297	30'15	36'30
1886-7	13,432	6,690,623	469	209,961	3'49	3'14	1,418	875,108	10'56	13'08	2,948	1,747,181	21'96	26'11	4,935	2,832,250	36'00	42'33
1887-8	13,131	6,680,341	412	195,840	3'14	2'93	1,380	876,502	10'51	13'12	2,795	1,678,525	21'29	25'13	4,587	2,750,876	34'93	41'18
1888-9	13,087	6,882,033	358	177,665	2'74	2'58	1,573	1,092,737	12'02	15'88	2,863	1,703,424	21'88	24'75	4,794	2,973,826	36'63	43'21

Per-centages of Sea Casualties involving Loss of Life to Vessels employed, and of Deaths of Seamen by such Casualties to Seamen employed.

Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Five Statistical Years ended June 1889 to have met with Sea Casualties involving Loss of Life compared with the Number and Tonnage of Merchant Vessels which were employed during each of the Five Calendar Years ended December 1888, and remained on the Register at the end of each Year; and also the number of Seamen lost compared with the Total Crews of the employed Vessels.

Year.	Vessels which met with Sea Casualties attended with Loss of Life.			Total Number of Seamen employed (including Masters).	Lives Lost in Vessels Totally Lost.				Lives Lost in Vessels Partially Lost.			
					Crew.		Passengers.	Total.	Crew.		Passengers.	Total.
	No.	Tonnage.	Per-centage of Tonnage attended with Loss of Life to Total Tonnage employed.		No.	Per-centage of Men lost to Men employed.			No.	Per-centage of Men lost to Men employed.		

(a.) Sailing Vessels.

1884-5	117	54,354	1'81	81,018	450	56	20	476	70	09	6	76
1885-6	106	66,394	2'21	81,018	640	79	16	656	55	07	—	55
1886-7	123	72,062	2'48	74,943	621	84	274	895	58	08	1	59
1887-8	101	70,823	2'54	69,621	599	86	10	609	55	08	—	53
1888-9	99	68,078	2'62	66,736	478	72	68	546	48	07	—	48

(b.) Steam Vessels.

1884-5	80	83,291	2'22	108,154	564	52	24	588	59	06	18	77
1885-6	34	29,568	0'79	108,154	135	12	25	160	18	02	2	20
1886-7	67	63,132	1'67	102,015	516	51	47	563	41	04	9	50
1887-8	57	52,850	1'36	103,504	422	41	66	488	30	03	3	33
1888-9	51	56,109	1'34	109,689	320	29	716	1,036	32	03	9	41

(c.) Total.

1884-5	197	137,645	2'03	189,172	1,020	54	44	1,064	129	07	24	153
1885-6	139	95,962	1'42	189,172	775	41	41	816	73	04	2	75
1886-7	190	135,214	2'02	176,358	1,137	64	321	1,458	99	06	10	109
1887-8	158	123,676	1'85	173,325	1,021	59	76	1,097	83	06	3	86
1888-9	150	124,187	1'80	176,405	798	45	784	1,582	80	05	9	89

Note.—This and the following tables do not include Lascars or other Asiatics on Oriental articles of agreement.

Per-centages of Deaths of Seamen at Sea to Number of Seamen employed at Sea.

Number of Deaths of Seamen reported during each of the Five Statistical Years ended June 1889 as having occurred at Sea from various Causes in Merchant Vessels registered in the United Kingdom, compared with the Number of Seamen required to man the Vessels which were Employed during each of the Five Calendar Years ended December 1889, and remained on the Register on the 31st December in each Year.

Year.	From Wrecks and Casualties.			From Accidents other than Wrecks or Casualties.			From Disease, &c.			Total.			
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.	Total
	No.	Per-centage.		No.	Per-centage.		No.	Per-centage.		No.	Per-centage.		
(a.) Sailing Vessels.													
1884-5	526	·35	26	259	·32	9	200	·25	600	985	1·22	635	1,620
1885-6	695	·83	16	234	·28	4	234	·20	344	1,153	1·42	364	1,517
1886-7	679	·91	275	233	·31	6	202	·27	297	1,114	1·50	578	1,692
1887-8	652	·93	10	315	·45	3	209	·30	300	1,176	1·68	313	1,489
1888-9	526	·79	68	332	·50	2	209	·31	235	1,067	1·60	295	1,362
(b.) Steam Vessels.													
1884-5	623	·58	42	101	·09	23	231	·21	689	955	·88	754	1,709
1885-6	153	·14	27	110	·10	11	201	·27	568	554	·51	606	1,160
1886-7	557	·55	56	100	·10	18	215	·21	592	872	·85	663	1,538
1887-8	432	·44	69	219	·21	22	263	·26	554	936	·90	645	1,581
1888-9	352	·32	725	154	·14	28	218	·20	597	724	·66	1,850	2,074
(c.) Total.													
1884-5	1,149	·61	68	360	·19	32	431	·23	1,289	1,940	1·03	1,389	3,329
1885-6	848	·45	43	334	·18	15	525	·23	912	1,707	·90	670	2,677
1886-7	1,236	·70	331	333	·19	24	417	·24	889	1,986	1·13	1,244	3,230
1887-8	1,104	·64	79	534	·31	25	474	·27	854	2,112	1·22	958	3,070
1888-9	878	·50	793	486	·28	30	427	·24	823	1,791	1·02	1,645	3,436

See note to foregoing table.

In 1888-9 the deaths by wrecks and casualties = ·50 per cent., or 1 in 200.

„ deaths by all accidents = ·77 per cent., or 1 in 129.

„ deaths by accidents, disease, &c. = 1·02 per cent., or 1 in 98.

The figures relating to vessels and “crews” employed are taken from the Annual Statement of Navigation and Shipping, a full crew and a master being allowed for every vessel which went to sea during the year and remained on the register at the end of the year. A certain per-centage of the vessels which are thus included in the employment tables must necessarily be under repair or out of employment for some portion of the year, and the aggregate of the crews with which they are credited must therefore be in excess of the number of seamen constantly employed. If we take the result of a census taken four times in the year 1888 as representing the actual number of seamen constantly employed, that number is less by about 10 per cent. than the number on which these tables are calculated.

In the majority of the tables in this return, shipping casualties are classified under five heads, viz., Foundering, Strandings, Collisions, Other Causes, Missing Vessels. The causes of the casualties included under each of these heads in Parts I. and II. are shown in Tables 9 and 26.

The words “crew” and “seamen” in the foregoing statements and throughout the return include, unless otherwise stated, masters and all persons entered in the articles of agreement, but the last two foregoing tables do not include Lascars or other Asiatics on Oriental articles of agreement.

For the number of Lascars whose deaths are included in the tables in Parts I. and II., see Tables 18 and 35.

When tonnage is given in the return it is net register tonnage.

The words “United Kingdom” as used in this return include the Isle of Man, but do not include the Channel Islands.

GEORGE J. SWANSTON.

Marine Department,
July 1890.

WRECK ABSTRACT, 1888-9.

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WRECK CHART OF THE BRITISH ISLES

SHewing THE WRECKS AND CASUALTIES
ATTENDED WITH LOSS OF LIFE DURING THE YEAR
1888-9.

- + Signifies a missing vessel.
- Signifies a total loss other than a missing vessel.
- Signifies a serious casualty.

Note. The positions assigned for missing vessels are of course merely approximations.



Scale of Nautic Miles.



SYMBOLS.

I. STRANDINGS,

Signifies a total loss.
Signifies a partial loss.

II. COLLISIONS,

between two Steam Vessels with total loss of both Vessels.
between two Sailing Vessels with total loss of both Vessels.
between two Fishing Boats with total loss of both Vessels.
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels.
between a Steam Vessel and a Fishing Boat with total loss of both Vessels.
between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.

III. MISSING VESSELS.

Signifies a Missing Vessel.

(Note, The positions assigned to the missing vessels are of course merely approximations.)

CASUALTIES OTHER THAN STRANDINGS, COLLISIONS, OR MISSING VESSELS.

Signifies a total loss of a Steam Vessel.
Signifies a partial loss of a Steam Vessel.
Signifies a total loss of a Sailing Vessel.
Signifies a partial loss of a Sailing Vessel.
Signifies a total loss of a Fishing Boat.
Signifies a partial loss of a Fishing Boat.

APPARATUS FOR SAVING LIFE.

Life Boat Station.
Rocket Apparatus Station.
Volunteer Life Brigade or Company.

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

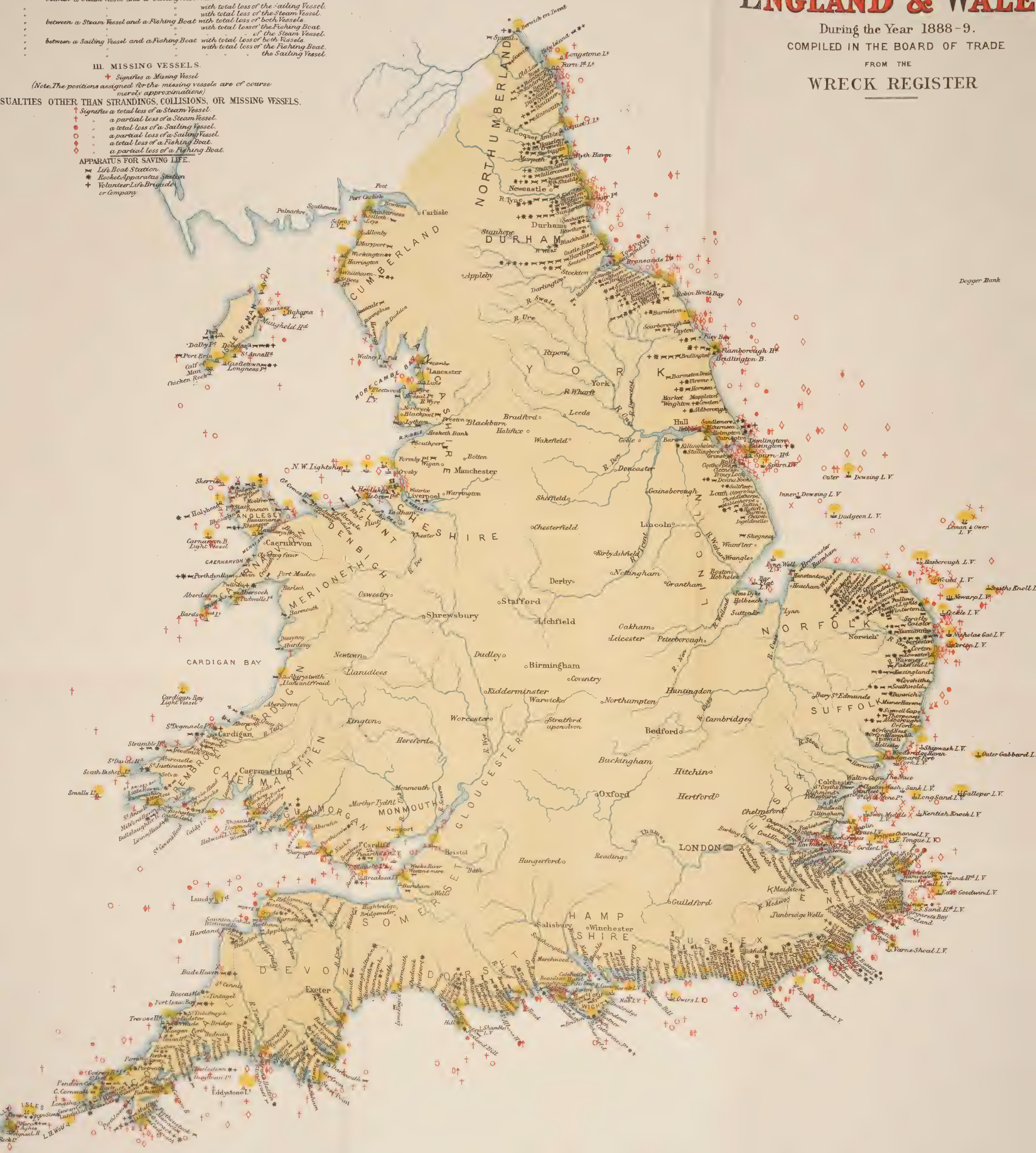
ENGLAND & WALE

During the Year 1888-9.

COMPILED IN THE BOARD OF TRADE

FROM THE

WRECK REGISTER



NOTE: This Chart shows total losses from all causes and serious casualties from causes other than collision. Collisions not resulting in loss of one or both vessels are not shown.

English Miles 69.1 Degree.



SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

during the year 1888-9,
COMPILED IN THE BOARD OF TRADE
FROM THE
WRECK REGISTER.





NOTE. This Chart shows total losses from all causes and serious casualties from causes other than collision. Collisions not resulting in loss of one or both vessels are not shown.

SYMBOLS.

I. STRANDINGS.

Signifies a Total loss.

Signifies a partial loss.

II. COLLISIONS.

- Signifies a collision between two Steam Vessels with total loss of both Vessels.
- Signifies a collision between two Sailing Vessels with total loss of both Vessels.
- Signifies a collision between two Fishing Boats with total loss of both Vessels.
- Signifies a collision between a Steam Vessel and a Sailing Vessel with total loss of both Vessels.
- Signifies a collision between a Steam Vessel and a Fishing Boat with total loss of both Vessels.
- Signifies a collision between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.

III. MISSING VESSELS.

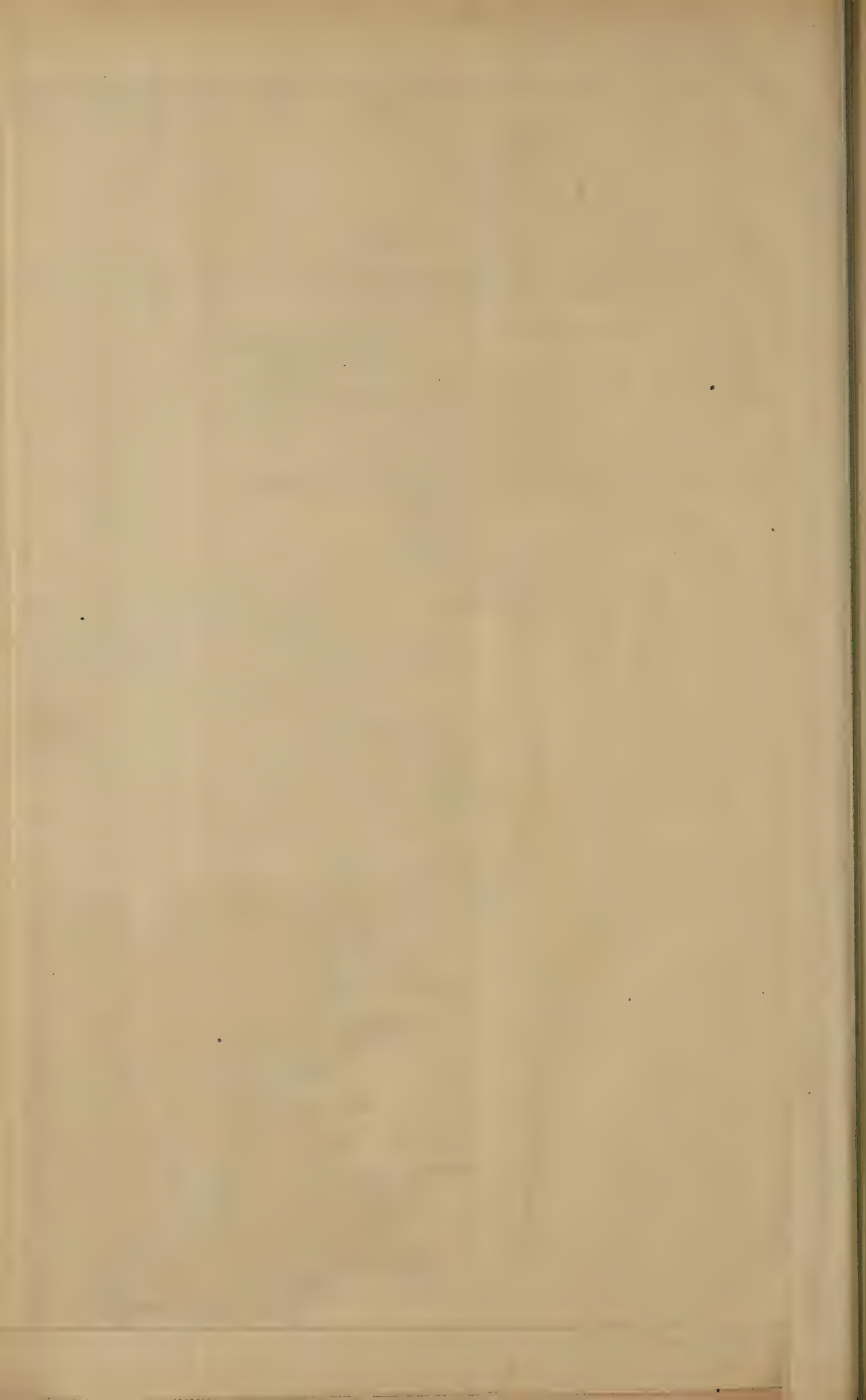
Signifies a Missing Vessel.
(Note. The positions assigned for the missing vessels are of course merely approximations.)

IV. CASUALTIES OTHER THAN STRANDINGS, COLLISIONS, OR MISSING VESSELS.

- Signifies a total loss of a Steam Vessel.
- Signifies a partial loss of a Steam Vessel.
- Signifies a total loss of a Sailing Vessel.
- Signifies a partial loss of a Sailing Vessel.
- Signifies a total loss of a Fishing Boat.
- Signifies a partial loss of a Fishing Boat.

APPARATUS FOR SAVING LIFE.

- Life Boat Station.
- Rocket Apparatus.
- Volunteer Life Brigade or Company.





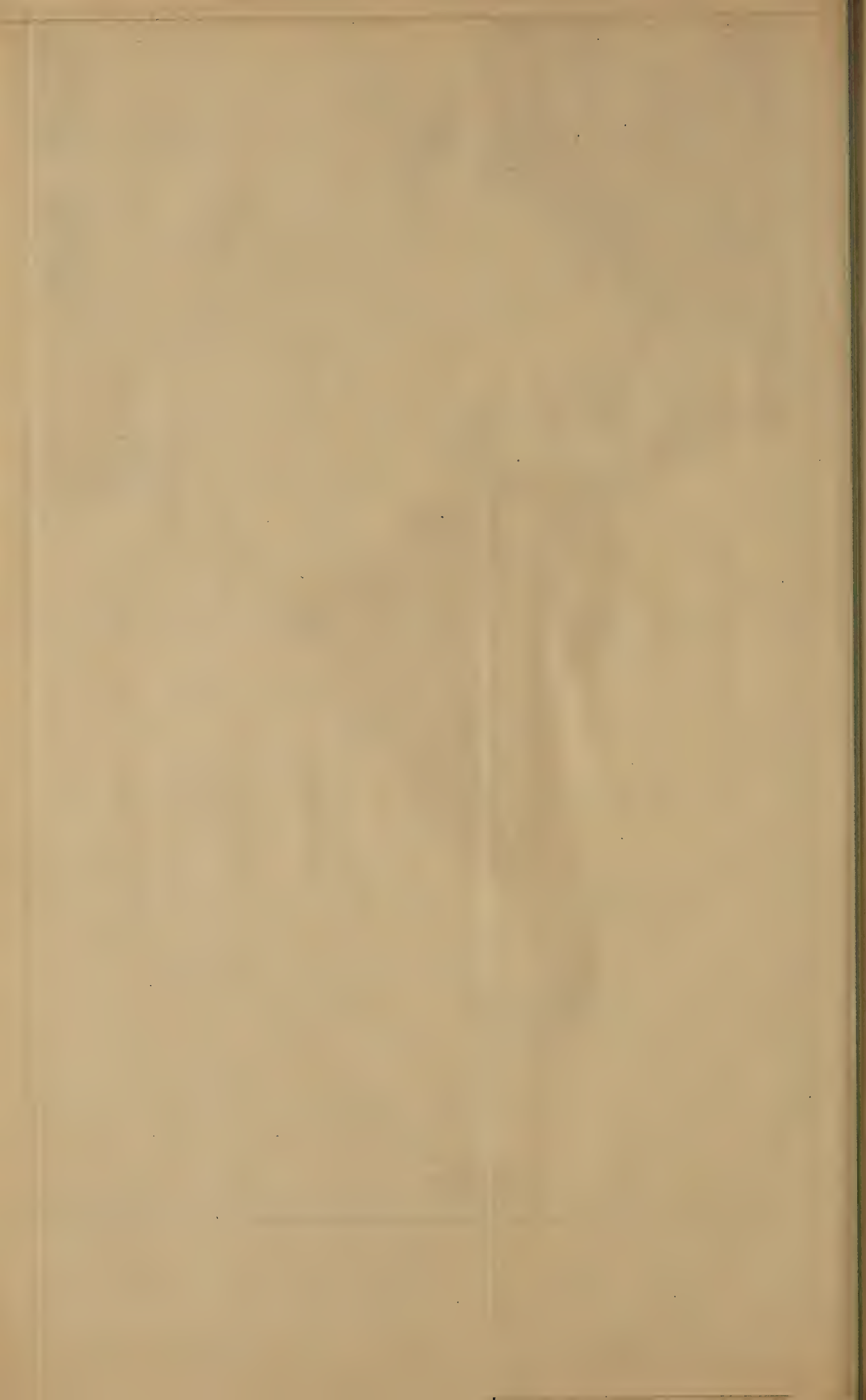
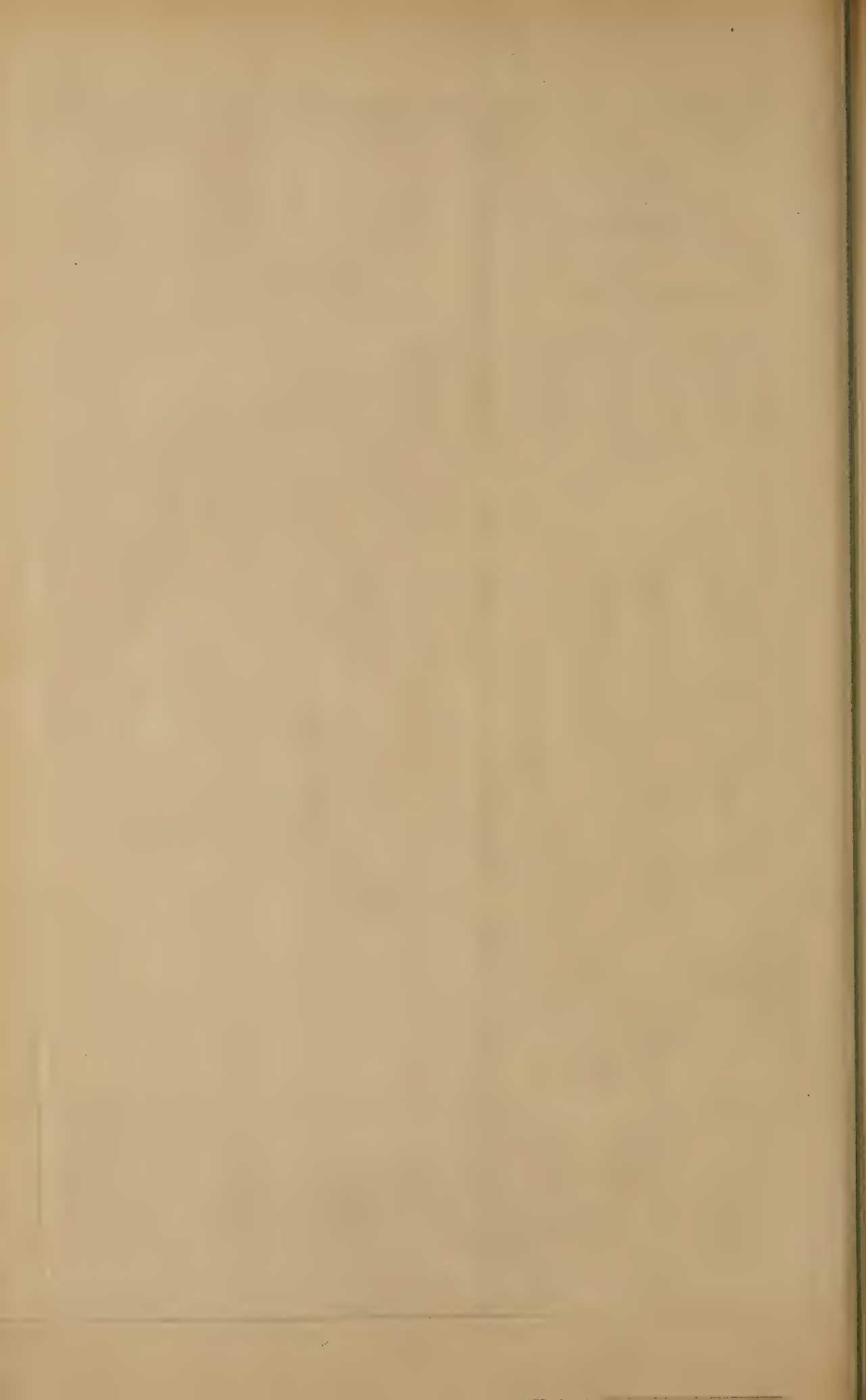


CHART
of the
WORLD
SHEWING THE WRECKS & CASUALTIES
TO
BRITISH VESSELS
ABROAD
AND TO FOREIGN VESSELS
On the Coasts of British Possessions Abroad
REPORTED TO THE BOARD OF TRADE
IN THE YEAR 1888-89.
COMPILED IN THE BOARD OF TRADE
From the
WRECK REGISTER
SHEET 2.



SYMBOLS.
A red dot signifies a case of total loss.
A blue dot signifies a case of partial damage.
A red cross signifies a missing vessel.
Note I. It has been necessary to place some of the dots on the L. d. on account of the limited space.
Note II. All minor casualties and all collisions not resulting in total loss have been omitted from this Chart.



PART I.

**Tables relating to SEA CASUALTIES to, and LIVES LOST AT
SEA from, MERCHANT VESSELS REGISTERED IN THE
UNITED KINGDOM under the Merchant Shipping Acts,
exclusive of Yachts and Fishing Vessels.**

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 1. **Totals**:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	37	9,252	—	—	—	—	37	9,252
Strandings - - -	133	47,774	143	32,232	301	82,520	577	162,526
Collisions - - -	28	13,989	152	51,242	347	80,699	527	145,930
Other Causes - - -	17	11,596	276	161,964	752	340,907	1,045	514,467
Missing Vessels - -	29	14,517	—	—	—	—	29	14,517
TOTAL - - -	244	97,128	571	245,438	1,400	504,126	2,215	846,692
(b.) Steam Vessels.								
Foundering - - -	14	10,942	—	—	—	—	14	10,942
Strandings - - -	59	40,899	267	210,084	417	357,314	743	608,297
Collisions - - -	29	22,519	191	161,085	436	316,129	656	499,733
Other Causes - - -	7	2,324	544	476,130	610	525,855	1,161	1,004,309
Missing Vessels - -	5	3,853	—	—	—	—	5	3,853
TOTAL - - -	114	80,537	1,002	847,299	1,463	1,199,298	2,579	2,127,134
(c.) Total.								
Foundering - - -	51	20,194	—	—	—	—	51	20,194
Strandings - - -	192	88,673	410	242,316	718	439,834	1,320	770,823
Collisions - - -	57	36,508	343	212,327	783	396,828	1,183	645,663
Other Causes - - -	24	13,920	820	638,094	1,362	866,762	2,206	1,518,776
Missing Vessels - -	34	18,370	—	—	—	—	34	18,370
TOTAL - - -	358	177,665	1,573	1,092,737	2,863	1,703,424	4,794	2,973,826

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 2. Home and Foreign Trades:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering	24	2,226	—	—	—	—	24	2,226
Strandings	72	6,136	105	8,647	231	21,061	408	35,544
Collisions	14	971	101	10,424	287	27,293	402	38,688
Other Causes	4	397	100	9,581	383	38,763	487	48,741
Missing Vessels	17	1,669	—	—	—	—	17	1,669
TOTAL	131	11,399	306	28,652	901	87,117	1,338	127,168
(2.) FOREIGN TRADE.								
Foundering	13	7,026	—	—	—	—	13	7,026
Strandings	61	41,638	38	25,585	70	61,459	169	126,682
Collisions	14	13,018	51	40,818	60	53,406	125	107,242
Other Causes	13	11,199	176	152,383	369	302,144	558	465,726
Missing Vessels	12	12,848	—	—	—	—	12	12,848
TOTAL	113	85,729	265	216,786	499	417,009	877	719,524
(3.) TOTAL.								
Foundering	37	9,252	—	—	—	—	37	9,252
Strandings	133	47,774	143	32,233	301	82,520	577	162,526
Collisions	28	13,989	152	51,242	347	80,699	527	145,930
Other Causes	17	11,596	276	161,964	752	340,907	1,045	514,467
Missing Vessels	29	14,517	—	—	—	—	29	14,517
TOTAL	244	97,128	571	245,438	1,400	504,126	2,215	840,692

(b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering	3	59	—	—	—	—	3	59
Strandings	16	2,489	67	18,711	126	34,855	209	51,055
Collisions	11	5,066	66	20,722	192	52,809	269	78,597
Other Causes	4	261	145	28,608	156	38,821	305	67,690
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	34	7,875	278	63,041	474	126,485	786	197,401
(2.) FOREIGN TRADE.								
Foundering	11	10,883	—	—	—	—	11	10,883
Strandings	43	38,410	200	196,373	201	322,459	534	557,242
Collisions	13	17,463	125	140,363	244	263,320	387	421,136
Other Causes	3	2,063	390	447,522	454	487,034	856	936,619
Missing Vessels	5	3,853	—	—	—	—	5	3,853
TOTAL	80	72,602	724	784,258	989	1,072,813	1,793	1,929,733
(3.) TOTAL.								
Foundering	14	10,942	—	—	—	—	14	10,942
Strandings	59	40,699	267	210,084	417	357,314	745	608,297
Collisions	29	22,519	191	161,085	436	316,129	656	469,733
Other Causes	7	2,324	544	476,130	610	625,855	1,161	1,094,309
Missing Vessels	5	3,853	—	—	—	—	5	3,853
TOTAL	114	80,537	1,002	847,299	1,463	1,199,298	2,579	2,127,134

(c.) Total.

(1.) HOME TRADE.								
Foundering	27	2,285	—	—	—	—	27	2,285
Strandings	88	8,625	72	22,368	357	55,916	617	86,899
Collisions	25	6,037	167	31,146	479	80,102	671	117,285
Other Causes	8	658	245	38,180	539	77,584	792	116,431
Missing Vessels	17	1,669	—	—	—	—	17	1,669
TOTAL	165	19,274	584	91,693	1,375	213,602	2,124	324,569
(2.) FOREIGN TRADE.								
Foundering	24	17,909	—	—	—	—	24	17,909
Strandings	104	80,048	238	219,958	361	383,915	703	683,924
Collisions	32	30,471	176	181,181	304	316,726	512	528,378
Other Causes	16	13,262	675	599,905	823	789,178	1,414	1,402,345
Missing Vessels	17	16,701	—	—	—	—	17	16,701
TOTAL	193	158,391	989	1,001,044	1,488	1,489,822	2,670	2,649,257
(3.) TOTAL.								
Foundering	51	20,194	—	—	—	—	51	20,194
Strandings	192	88,673	410	242,316	718	439,834	1,320	770,823
Collisions	57	36,508	343	212,327	783	396,828	1,183	645,663
Other Causes	24	13,020	820	638,004	1,362	866,762	2,206	1,518,776
Missing Vessels	34	18,370	—	—	—	—	34	18,370
TOTAL	358	177,665	1,573	1,092,737	2,863	1,703,424	4,794	2,973,826

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 3. **Cargoes**.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.		Serious Casualties.	Minor Casualties.	Total.	
Ballast	6	32	19	59	110	3	26	67	96	1	7	72	80	—	42	52	198	292	
Timber	2	11	15	15	41	—	8	11	19	3	24	82	109	—	16	47	108	171	
Grain	1	5	9	19	33	3	8	18	29	1	42	72	115	1	11	59	109	179	
Coal	11	42	38	91	171	10	40	66	116	3	51	134	188	20	86	129	291	506	
Metallic Ores, &c.	1	3	7	4	14	2	4	10	16	—	9	15	24	—	6	20	29	55	
Machinery, Wrought Iron, &c.	6	3	2	7	12	1	4	4	9	1	14	16	31	1	12	20	27	59	
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	5	10	25	54	89	5	25	64	94	—	38	123	161	2	22	88	241	351	
Salt, Soda, Potash, &c.	1	2	3	13	18	—	2	8	10	1	1	11	13	1	5	6	32	43	
Guano, &c.	1	4	5	8	17	—	—	8	8	3	20	42	65	1	9	25	58	92	
Dung, &c.	—	2	2	7	11	—	3	8	11	—	1	9	10	—	2	6	24	32	
Hay, Straw, &c.	—	—	1	—	1	—	2	3	5	1	—	1	2	—	1	3	4	8	
Sugar, Molasses, &c.	—	—	—	2	2	—	1	2	3	—	7	15	22	1	1	8	19	28	
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Potatoes, Fruit, &c.	—	2	1	3	6	—	—	2	2	—	3	4	7	—	2	4	9	15	
Cotton, Wool, &c.	—	1	—	—	1	—	2	1	3	—	6	5	11	—	1	8	6	15	
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1	
Fish, Oil, &c.	—	3	1	2	6	—	5	3	8	1	6	16	23	—	4	12	21	37	
General	—	6	6	8	20	3	9	21	31	—	27	81	108	1	10	42	98	150	
Explosive Oils	1	1	2	—	3	—	2	1	3	—	—	1	1	1	3	4	2	9	
Various	2	5	7	19	33	1	10	4	15	1	20	50	71	—	9	37	61	107	
Unknown	—	1	—	2	3	—	1	58	59	1	—	2	3	—	2	1	62	65	
TOTAL	87	133	143	301	577	28	152	347	527	17	276	752	1,045	29	244	571	1,400	2,215	

(b.) Steam Vessels.

Ballast	4	10	62	71	143	2	42	102	146	4	106	95	205	1	21	210	268	499
Timber	1	5	29	24	58	—	6	19	25	—	23	46	63	—	6	58	83	147
Grain	4	7	25	58	90	4	25	35	64	—	63	88	151	—	16	113	181	310
Coal	1	13	60	81	154	11	43	58	112	1	112	114	227	1	27	215	283	495
Metallic Ores, &c.	1	4	19	18	41	3	10	23	36	—	31	57	88	—	8	60	98	166
Machinery, Wrought Iron, &c.	—	2	6	9	17	3	4	6	13	—	7	15	22	—	5	17	30	52
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	2	7	9	—	1	9	10	1	5	5	11	—	1	8	21	30
Salt, Soda, Potash, &c.	—	2	3	2	7	—	—	1	1	—	1	1	2	—	2	4	4	10
Guano, &c.	—	1	—	3	4	—	—	1	1	—	4	7	11	—	1	4	11	16
Dung, &c.	—	—	1	—	1	—	—	1	1	—	—	1	1	—	—	1	2	3
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	5	4	9	—	—	—	—	—
Sugar, Molasses, &c.	1	1	4	6	11	1	2	1	4	—	11	12	23	—	3	17	19	34
Tea, Coffee, Spices, &c.	—	—	—	1	1	—	—	2	2	—	1	2	3	—	—	1	5	6
Potatoes, Fruit, &c.	—	1	2	10	13	—	2	3	5	—	11	10	21	—	1	15	23	39
Cotton, Wool, &c.	—	1	12	5	18	—	3	2	5	—	8	8	16	—	1	23	15	39
Wine, Spirits, &c.	—	1	1	1	3	—	—	—	—	—	—	—	—	—	1	1	1	3
Fish, Oil, &c.	—	—	—	2	2	—	2	4	6	—	2	6	8	—	—	4	12	16
General	2	9	38	106	151	4	43	105	152	—	127	128	255	2	17	206	339	562
Explosive Oils	—	—	4	5	9	—	1	2	3	1	2	3	6	—	1	7	10	18
Various	—	1	1	4	6	—	4	8	12	—	8	9	17	—	1	13	21	35
Unknown	—	—	—	3	3	—	3	52	55	—	17	5	22	—	—	20	60	80
TOTAL	14	59	267	417	743	29	191	436	656	7	544	610	1,181	5	114	1,002	1,463	2,579

(c.) Total.

Ballast	10	42	81	130	253	5	68	169	242	5	113	167	285	1	63	262	466	791
Timber	3	16	44	39	99	—	14	30	44	3	47	122	172	—	22	105	191	318
Grain	5	12	34	77	123	7	33	53	93	1	105	160	265	2	27	172	290	489
Coal	12	55	98	172	325	21	83	124	228	4	163	248	415	21	113	344	544	1,001
Metallic Ores, &c.	2	7	26	22	55	5	14	33	52	—	40	72	112	—	14	80	127	221
Machinery, Wrought Iron, &c.	6	5	8	16	29	4	8	10	22	1	21	31	53	1	17	37	57	111
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	5	10	27	61	98	5	26	73	104	1	43	128	172	2	23	96	262	351
Salt, Soda, Potash, &c.	1	4	6	15	25	—	2	9	11	1	2	12	15	1	7	10	36	53
Guano, &c.	1	5	5	11	21	—	—	9	9	3	24	49	76	1	10	29	69	108
Dung, &c.	—	2	3	7	12	—	3	9	12	—	1	10	11	—	2	7	26	35
Hay, Straw, &c.	—	1	1	1	3	—	2	5	8	1	5	5	11	—	3	8	11	22
Sugar, Molasses, &c.	1	1	4	6	11	1	2	1	4	—	18	27	45	1	4	25	38	67
Tea, Coffee, Spices, &c.	—	—	—	1	1	—	—	2	2	—	1	2	3	—	—	1	5	6
Potatoes, Fruit, &c.	—	3	3	13	19	—	2	5	7	—	14	14	28	—	3	19	32	54
Cotton, Wool, &c.	—	2	12	5	19	—	5	3	8	—	14	13	27	—	2	31	21	54
Wine, Spirits, &c.	—	1	1	1	3	—	—	—	—	—	1	1	1	—	1	1	2	4
Fish, Oil, &c.	—	3	1	4	8	—	7	7	14	—	8	22	31	—	4	16	33	53
General	2	15	42	114	171	7	52	114	173	—	154	206	363	3	27	248	437	712
Explosive Oils	1	1	6	5	12	—	3	3	6	1	2	4	7	1	4	11	12	27
Various	2	6	8	11	25	1	14	12	27	1	28	59	88	—	10	50	82	142
Unknown	—	1	—	5	6	—	4	110	114	1	17	7	25	—	2	21	122	145
TOTAL	51	192	410	718	1,320	57	343	783	1,183	24	820	1,362	2,206	34	358	1,573	2,863	4,794

Note.—For the tonnage and cargoes of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 4.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 4. **Cargoes and Tonnage. Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	6	488	32	6,711	3	3,699	1	162	—	—	42	11,060
Timber	2	993	11	8,682	—	—	3	1,823	—	—	16	11,498
Grain	1	696	5	1,970	3	2,712	1	113	1	446	11	5,967
Coal	11	2,218	42	15,594	10	3,059	3	2,469	20	10,066	86	33,316
Metallic Ores, &c.	1	170	3	334	2	138	—	—	—	—	5	642
Machinery, Wrought Iron, &c.	6	1,903	3	489	1	127	1	1,627	1	155	13	4,306
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	5	470	10	909	5	549	—	—	2	138	22	2,069
Salt, Soda, Potash, &c.	1	75	2	373	—	—	1	75	1	90	5	613
Guano, &c.	1	1,428	4	1,711	—	—	3	2,474	1	251	9	5,864
Dung, &c.	—	—	2	141	—	—	—	—	—	—	2	141
Hay, Straw, &c.	—	—	—	—	—	—	1	51	—	—	1	51
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	1	1,342	1	1,342
Tea, Coffee, Spices, &c.	—	—	2	178	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	1	1,492	—	—	—	—	—	—	2	178
Cotton, Wool, &c.	—	—	1	1,492	—	—	—	—	—	—	1	1,492
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	3	1,593	—	—	1	1,646	—	—	4	3,239
General	—	—	6	5,707	3	3,681	—	—	1	898	10	10,288
Explosive Oils, &c.	1	96	1	23	—	—	—	—	1	1,131	3	1,250
Various	2	710	5	1,701	1	24	1	85	—	—	9	2,520
Unknown	—	—	1	56	—	—	1	1,041	—	—	2	1,097
TOTAL	37	9,252	133	47,774	28	13,989	17	11,596	29	14,517	244	97,128

(b.) Steam Vessels.

Ballast	4	823	10	3,928	2	2,374	4	326	1	64	21	7,515
Timber	1	555	5	4,066	—	—	—	—	—	—	6	4,621
Grain	4	3,091	7	6,414	4	4,420	—	—	1	877	16	15,312
Coal	1	899	13	9,072	11	7,040	1	401	1	1,091	27	18,334
Metallic Ores, &c.	—	—	4	1,880	3	1,953	—	—	—	—	8	4,746
Machinery, Wrought Iron, &c.	—	—	2	188	3	3,474	—	—	—	—	5	3,662
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	1	213	—	—	1	213
Salt, Soda, Potash, &c.	—	—	2	1,001	—	—	—	—	—	—	2	1,001
Guano, &c.	—	—	1	1,188	—	—	—	—	—	—	1	1,188
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	1	720	1	88	—	—	—	—	2	808
Sugar, Molasses, &c.	1	2,277	1	1,135	1	271	—	—	—	—	3	3,683
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	1	436	—	—	—	—	—	—	1	436
Cotton, Wool, &c.	—	—	1	1,251	—	—	—	—	—	—	1	1,251
Wine, Spirits, &c.	—	—	1	990	—	—	—	—	—	—	1	990
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—
General	2	2,057	9	8,182	4	2,894	—	—	2	1,821	17	14,254
Explosive Oils	—	—	—	—	—	—	1	1,384	—	—	1	1,384
Various	—	—	1	439	—	—	—	—	—	—	1	439
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	14	10,942	59	40,899	29	22,519	7	2,324	5	3,853	114	80,597

(c.) Total.

Ballast	10	1,311	42	10,639	5	6,073	5	488	1	64	63	18,575
Timber	3	1,548	16	12,748	—	—	3	1,823	—	—	23	16,119
Grain	5	4,297	12	8,384	7	7,132	1	143	2	1,323	27	21,279
Coal	12	2,948	55	24,576	21	10,099	4	2,870	21	11,157	113	51,650
Metallic Ores, &c.	2	1,069	7	2,223	5	2,090	—	—	—	—	14	5,388
Machinery, Wrought Iron, &c.	6	1,908	5	877	4	3,601	1	1,627	1	155	17	8,168
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	5	470	10	909	5	549	1	213	2	138	23	2,279
Salt, Soda, Potash, &c.	1	75	4	1,374	—	—	1	75	1	90	7	1,614
Guano, &c.	1	1,428	5	2,899	—	—	3	2,474	1	251	10	7,052
Dung, &c.	—	—	2	141	—	—	—	—	—	—	2	141
Hay, Straw, &c.	—	—	1	720	1	88	1	51	—	—	3	859
Sugar, Molasses, &c.	1	2,277	1	1,135	1	271	—	—	1	1,342	4	5,025
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	3	614	—	—	—	—	—	—	3	614
Cotton, Wool, &c.	—	—	2	2,743	—	—	—	—	—	—	2	2,743
Wine, Spirits, &c.	—	—	1	990	—	—	—	—	—	—	1	990
Fish, Oil, &c.	—	—	3	1,593	—	—	1	1,646	—	—	4	3,239
General	2	2,057	15	13,889	7	6,575	—	—	3	2,710	27	25,240
Explosive Oils, &c.	1	96	1	23	—	—	1	1,384	1	1,131	4	2,634
Various	2	710	6	2,140	1	24	1	85	—	—	10	2,959
Unknown	—	—	1	56	—	—	1	1,041	—	—	2	1,097
TOTAL	51	20,194	192	88,673	57	36,508	24	13,920	34	18,370	358	177,665

Note.—For the cargoes of merchant vessels registered in the United Kingdom which met with Sea Casualties, see Table 3.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 5. Tonnages:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons - - -	6	22	31	50	103	4	24	87	93	—	22	54	76	5	37	77	171	235
50 and under 100 tons -	12	37	58	119	214	8	42	129	179	3	52	221	276	6	66	152	469	687
100 " 200 "	8	22	25	65	112	4	37	92	133	3	52	165	220	7	44	114	322	480
200 " 300 "	1	13	11	14	38	1	8	12	21	2	17	52	71	1	18	36	78	132
300 " 400 "	4	3	3	6	12	—	5	4	9	—	13	23	36	—	7	21	33	61
400 " 500 "	1	3	1	4	8	1	5	7	13	—	6	11	17	1	6	12	23	40
500 " 600 "	—	5	1	5	11	1	5	4	10	1	7	16	24	—	7	13	25	45
600 " 700 "	2	2	1	3	6	1	2	2	5	—	7	14	21	—	5	10	19	34
700 " 800 "	—	3	—	1	4	2	3	1	6	1	15	13	29	—	6	18	15	39
800 " 1,000 "	—	4	1	2	7	—	5	2	7	—	12	28	40	1	6	18	32	56
1,000 " 1,200 "	1	4	3	8	15	—	3	3	6	3	20	43	66	2	10	26	54	90
1,200 " 1,500 "	1	12	4	12	28	4	4	12	20	2	26	69	97	3	22	34	93	149
1,500 " 2,000 "	—	3	2	9	14	1	9	9	19	2	21	32	55	3	9	32	50	91
2,000 " 2,500 "	—	—	2	3	5	1	—	3	4	—	5	9	14	—	1	7	15	23
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	1	2	3	—	—	1	2	3
3 000 tons and above -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL - - -	37	133	143	301	677	29	152	347	527	17	276	752	1,045	29	244	571	1,400	2,215

(b.) Steam Vessels.

Under 50 tons - - -	3	5	16	17	38	—	7	25	32	3	36	25	64	—	11	59	67	137
50 and under 100 tons -	—	4	14	22	40	1	6	25	32	—	31	27	58	1	6	51	74	131
100 " 200 "	—	5	18	24	47	—	14	36	50	—	30	32	62	—	5	62	92	159
200 " 300 "	1	4	9	20	33	3	4	24	31	2	27	34	63	—	10	40	78	128
300 " 400 "	—	1	7	19	27	—	16	32	48	—	22	33	55	1	3	45	64	132
400 " 500 "	—	4	24	30	58	6	16	32	54	1	30	44	75	—	11	70	106	187
500 " 600 "	1	5	11	26	42	3	12	33	48	—	28	30	58	—	9	51	89	149
600 " 700 "	—	3	23	25	51	4	9	36	49	—	34	35	69	—	7	66	96	169
700 " 800 "	2	5	24	23	51	1	10	32	43	—	36	36	72	—	8	70	90	168
800 " 1,000 "	3	5	39	50	94	5	29	43	77	—	62	80	142	1	14	130	173	317
1,000 " 1,200 "	—	10	25	51	86	2	22	55	79	—	72	85	157	1	13	119	191	323
1,200 " 1,500 "	1	4	35	65	104	—	27	34	61	1	59	79	139	1	7	121	178	306
1,500 " 2,000 "	1	3	16	32	51	3	13	10	26	—	49	45	94	—	7	78	87	172
2,000 " 2,500 "	1	—	5	9	14	1	3	8	13	—	12	11	23	—	2	20	28	50
2,500 " 3,000 "	—	1	1	2	4	—	2	6	8	—	9	11	20	—	1	12	19	32
3,000 tons and above -	—	—	—	3	3	—	1	5	6	—	7	3	10	—	—	8	11	19
TOTAL - - -	14	59	267	417	743	29	191	436	656	7	544	610	1,161	5	114	1,002	1,463	2,579

(c.) Total.

Under 50 tons - - -	9	27	47	67	141	4	31	92	127	3	58	79	140	5	48	133	238	422
50 and under 100 tons -	12	41	72	141	254	9	48	154	211	3	83	248	334	7	72	203	543	818
100 " 200 "	8	27	43	89	159	4	61	128	183	3	82	197	282	7	49	176	414	639
200 " 300 "	2	17	20	34	71	4	12	36	52	4	44	86	134	1	23	76	156	260
300 " 400 "	5	4	10	25	39	—	21	36	57	—	35	55	91	1	10	66	117	193
400 " 500 "	1	7	25	34	66	7	21	39	67	1	36	55	92	1	17	82	128	227
500 " 600 "	1	10	12	31	53	4	17	37	58	1	35	46	82	—	16	64	114	194
600 " 700 "	2	5	24	23	57	5	11	38	54	—	41	49	90	—	12	76	115	203
700 " 800 "	2	8	24	23	55	3	13	33	49	1	51	49	101	—	14	88	105	207
800 " 1,000 "	4	9	40	52	101	5	34	45	84	—	74	108	182	2	20	148	205	373
1,000 " 1,200 "	1	14	28	59	101	2	25	58	85	3	92	128	223	3	23	145	245	413
1,200 " 1,500 "	2	16	39	77	132	4	31	46	81	3	85	148	236	4	29	155	271	455
1,500 " 2,000 "	1	6	18	41	65	4	22	19	45	2	70	77	149	3	16	110	137	263
2,000 " 2,500 "	1	—	7	12	19	2	3	11	16	—	17	20	37	—	3	27	43	73
2,500 " 3,000 "	—	1	1	2	4	—	2	6	8	—	10	13	23	—	1	13	21	35
3,000 tons and above -	—	—	—	3	3	—	—	5	6	—	7	3	10	—	—	8	11	19
TOTAL - - -	51	292	410	718	1,320	67	343	783	1,183	24	820	1,362	2,206	34	358	1,573	2,863	4,794

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 6. **Ages**.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the **AGES** of the Vessels when the Casualties occurred.(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years	—	2	2	6	10	—	1	11	13	1	5	16	22	1	4	8	33	4	8	33	45
3 and not exceeding 7 years	—	4	9	18	31	3	18	33	54	1	22	56	79	—	8	49	167	8	49	167	164
8	—	2	14	14	30	1	8	12	21	1	17	46	64	3	7	39	72	7	39	72	118
11	—	16	17	24	57	3	29	26	58	1	50	120	171	6	26	96	170	6	96	170	292
15	—	24	18	53	95	5	31	61	97	4	52	125	181	7	45	101	239	7	101	239	385
21	—	46	42	99	187	11	44	122	177	6	84	231	321	3	80	170	452	702	170	452	702
31	—	9	19	44	82	4	11	46	61	1	27	89	117	2	35	57	179	271	57	179	271
41	—	12	13	23	48	1	4	17	22	2	10	36	48	6	25	27	78	48	25	27	78
51	—	3	5	9	17	—	2	7	9	—	3	20	23	—	5	10	36	23	5	10	36
61	—	1	3	4	8	—	2	4	6	—	2	4	6	—	1	7	12	6	1	7	12
71	—	—	1	2	3	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2
81	—	1	1	1	2	—	1	1	2	—	—	2	2	1	3	1	4	1	3	1	4
91	—	—	—	—	—	—	1	1	2	—	—	1	1	—	1	1	2	—	1	1	2
101 years and upwards	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	—	—	—	1
Unknown	—	3	—	4	7	—	—	5	5	—	4	6	10	—	3	4	15	—	3	4	15
TOTAL	87	133	143	301	577	28	152	347	527	17	276	752	1,045	29	244	571	1,400	2,215	571	1,400	2,215

(b.) **Steam Vessels.**

Under 3 years	—	3	31	52	86	—	12	43	55	—	54	63	117	2	5	97	158	2	5	97	260
3 and not exceeding 7 years	3	13	101	141	255	5	73	126	204	1	171	180	352	2	24	345	447	24	345	447	816
8	2	12	38	69	119	4	29	64	97	—	74	89	163	—	18	141	222	18	141	222	361
11	5	8	39	41	88	2	18	47	67	—	69	88	157	1	16	126	176	1	16	126	318
15	3	20	29	64	113	12	33	83	127	1	92	115	208	—	36	154	261	36	154	261	451
21	3	2	27	46	75	6	19	66	91	4	68	54	126	—	12	114	166	12	114	166	292
31	1	1	2	4	7	—	6	8	14	1	14	19	34	—	3	22	31	3	22	31	56
41	—	—	—	—	—	—	1	—	1	—	2	2	4	—	—	3	2	—	—	3	2
51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	14	59	267	417	743	29	191	436	656	7	544	610	1,161	5	114	1,002	1,463	5	114	1,002	2,570

(c.) **Total.**

Under 3 years	—	5	33	58	96	—	13	51	67	1	59	79	139	3	9	105	191	3	9	105	305
3 and not exceeding 7 years	3	17	110	159	286	8	91	159	258	2	193	236	431	2	32	394	554	2	32	394	880
8	2	14	52	83	149	5	37	76	118	1	91	135	227	3	25	180	294	3	25	180	499
11	5	24	56	65	145	5	47	73	125	1	119	208	328	7	42	222	346	7	42	222	610
15	8	44	47	117	208	17	64	143	224	5	144	240	389	7	81	255	500	7	81	255	836
21	14	48	69	145	262	17	63	188	268	10	152	235	447	3	92	284	618	92	92	284	994
31	10	20	21	43	89	4	17	54	75	2	41	108	151	2	38	79	210	2	38	79	327
41	4	12	13	23	48	1	5	17	23	2	12	38	52	6	25	30	78	6	25	30	133
51	2	3	5	9	17	—	2	7	9	—	3	20	23	—	5	10	36	—	5	10	36
61	—	1	3	4	8	—	2	4	6	—	2	4	6	—	1	7	12	—	1	7	12
71	1	—	1	2	3	—	—	—	—	—	—	—	—	—	1	1	2	—	1	1	2
81	1	1	—	1	2	—	1	1	2	—	2	2	4	1	3	1	4	1	3	1	4
91	1	—	—	—	—	—	1	1	2	—	—	1	1	—	1	1	2	—	1	1	2
101 years and upwards	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	—	—	—	1
Unknown	—	3	—	4	7	—	—	5	5	—	4	6	10	—	3	4	15	—	3	4	15
TOTAL	51	192	410	718	1,320	57	343	783	1,183	24	820	1,362	2,206	34	358	1,573	2,863	34	358	1,573	4,794

Note.—For the tonnage and ages of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 7.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 7. Ages and Tonnage.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and the AGES of the Vessels when lost.

(a.) Sailing Vessels.

Ages.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years - - - - -	—	—	2	3,008	—	—	1	143	1	1,618	4	4,789
3 and not exceeding 7 years - - - - -	—	—	4	4,849	3	4,910	1	707	—	—	8	10,466
8 " " " 10 " " " - - - - -	—	—	2	281	1	95	1	1,254	3	3,101	7	4,731
11 " " " 14 " " " - - - - -	—	—	16	10,091	3	2,210	1	513	6	4,516	26	17,330
15 " " " 20 " " " - - - - -	—	2,275	24	7,703	5	3,606	4	2,719	7	3,243	45	19,546
21 " " " 30 " " " - - - - -	14	4,855	46	16,988	11	2,477	6	4,353	3	1,336	80	29,809
31 " " " 40 " " " - - - - -	9	1,408	19	3,032	4	592	1	1,646	2	250	35	6,923
41 " " " 50 " " " - - - - -	4	585	12	1,507	1	99	2	261	6	404	25	2,856
51 " " " 60 " " " - - - - -	2	169	3	97	—	—	—	—	—	—	5	266
61 " " " 70 " " " - - - - -	—	—	1	31	—	—	—	—	—	—	1	31
71 " " " 80 " " " - - - - -	1	55	—	—	—	—	—	—	—	—	1	55
81 " " " 90 " " " - - - - -	1	67	1	45	—	—	—	—	1	49	3	161
91 " " " 100 " " " - - - - -	1	38	—	—	—	—	—	—	—	—	1	38
101 years and upwards - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - - - - -	—	—	3	142	—	—	—	—	—	—	3	142
TOTAL - - - - -	37	9,252	133	47,774	28	13,989	17	11,696	29	14,517	244	97,128

(b.) Steam Vessels.

Under 3 years - - - - -	—	—	3	1,647	—	—	—	—	2	1,821	5	3,468
3 and not exceeding 7 years - - - - -	3	3,906	13	11,652	5	5,702	1	213	2	1,155	24	22,628
8 " " " 10 " " " - - - - -	2	2,139	12	7,446	4	3,824	—	—	—	—	18	13,409
11 " " " 14 " " " - - - - -	5	2,264	8	4,875	2	864	—	—	1	877	16	8,880
15 " " " 20 " " " - - - - -	3	2,293	20	13,544	12	9,562	1	401	—	—	36	25,800
21 " " " 30 " " " - - - - -	—	—	2	1,304	6	2,567	4	1,701	—	—	12	5,572
31 " " " 40 " " " - - - - -	1	340	1	431	—	—	1	9	—	—	3	780
41 " " " 50 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
51 " " " 60 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
61 " " " 70 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
71 " " " 80 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
81 " " " 90 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
91 " " " 100 " " " - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL - - - - -	14	10,942	59	40,899	29	22,519	7	2,324	5	3,853	114	80,537

(c.) Total.

Under 3 years - - - - -	—	—	5	4,655	—	—	1	143	3	3,439	9	8,237
3 and not exceeding 7 years - - - - -	3	3,906	17	16,501	8	10,612	2	920	2	1,155	32	33,094
8 " " " 10 " " " - - - - -	2	2,139	14	7,727	5	3,919	1	1,254	3	3,101	25	18,140
11 " " " 14 " " " - - - - -	5	2,264	24	14,966	5	3,074	1	513	7	5,393	42	26,210
15 " " " 20 " " " - - - - -	3	4,568	44	21,247	17	13,168	5	3,120	7	3,243	81	45,346
21 " " " 30 " " " - - - - -	14	4,855	48	18,292	17	5,044	10	6,054	3	1,336	92	35,381
31 " " " 40 " " " - - - - -	10	1,748	20	3,463	4	592	2	1,655	2	250	38	7,708
41 " " " 50 " " " - - - - -	4	585	12	1,507	1	99	2	261	6	404	25	2,856
51 " " " 60 " " " - - - - -	2	169	3	97	—	—	—	—	—	—	5	266
61 " " " 70 " " " - - - - -	—	—	1	31	—	—	—	—	—	—	1	31
71 " " " 80 " " " - - - - -	1	55	—	—	—	—	—	—	—	—	1	55
81 " " " 90 " " " - - - - -	1	67	1	45	—	—	—	—	1	49	3	161
91 " " " 100 " " " - - - - -	1	38	—	—	—	—	—	—	—	—	1	38
101 years and upwards - - - - -	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - - - - -	—	—	3	142	—	—	—	—	—	—	3	142
TOTAL - - - - -	51	20,194	192	83,673	57	36,508	24	13,920	34	18,370	358	177,665

Note.—For the Ages of Merchant Vessels registered in the United Kingdom which met with Sea Casualties, see Table 6.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 8. **Iron, Steel, Composite, or Wood.**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were CONSTRUCTED.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering: (Total Losses)	3	2,785	—	—	1	1,040	33	5,447	37	9,252
Strandings:										
Total Losses	16	16,891	3	3,064	—	—	114	27,819	133	47,774
Serious Casualties	13	13,919	1	1,433	2	585	127	16,295	143	32,232
Minor Casualties	40	43,192	3	4,977	3	1,632	255	32,719	301	82,520
TOTAL	69	74,002	7	9,474	5	2,217	496	76,833	577	162,526
Collisions:										
Total Losses	8	10,155	1	1,220	—	—	19	2,614	28	13,989
Serious Casualties	31	32,019	—	—	3	3,160	118	16,063	152	51,242
Minor Casualties	32	35,855	2	3,816	3	1,809	310	39,219	347	80,699
TOTAL	71	78,029	3	5,036	6	4,969	447	57,886	527	145,930
Other Causes:										
Total Losses	4	4,533	—	—	1	1,041	12	5,962	17	11,596
Serious Casualties	101	112,020	4	6,933	5	3,903	166	39,108	276	161,961
Minor Casualties	173	195,373	5	6,929	12	8,702	562	129,903	752	340,907
TOTAL	278	311,986	9	13,862	18	13,646	740	174,973	1,045	514,467
Missing Vessels:	9	10,881	1	1,626	—	—	19	2,010	29	14,517
From all Causes:										
Total Losses	40	45,285	5	5,910	2	2,081	197	43,852	244	97,123
Serious Casualties	145	157,958	5	8,396	10	7,648	411	71,466	571	245,438
Minor Casualties	245	274,420	10	15,722	18	12,143	1,127	201,841	1,400	504,126
TOTAL	430	477,663	20	29,998	30	21,872	1,735	317,159	2,215	846,682

(b.) **Steam Vessels.**

Foundering: (Total Losses)	11	10,883	—	—	—	—	3	59	14	10,942
Strandings:										
Total Losses	54	38,995	3	1,823	—	—	2	81	59	40,899
Serious Casualties	234	181,741	26	28,035	—	—	7	808	267	210,094
Minor Casualties	370	300,476	45	56,815	—	—	2	23	417	357,314
TOTAL	658	521,212	74	86,673	—	—	11	412	743	608,297
Collisions:										
Total Losses	28	22,222	1	297	—	—	—	—	29	22,519
Serious Casualties	177	145,217	13	15,866	—	—	1	—	191	161,085
Minor Casualties	374	254,219	48	61,403	—	—	14	507	436	316,129
TOTAL	579	421,658	62	77,566	—	—	15	509	656	499,733
Other Causes:										
Total Losses	4	2,276	—	—	—	—	3	48	7	2,324
Serious Casualties	447	393,134	61	82,223	2	28	14	745	544	476,130
Minor Casualties	555	457,431	48	67,824	1	102	6	406	610	525,355
TOTAL	1,026	852,841	109	150,047	3	130	23	1,291	1,161	1,004,309
Missing Vessels:	4	2,375	1	1,478	—	—	—	—	5	3,853
From all Causes:										
Total Losses	101	76,761	5	3,598	—	—	8	188	114	80,537
Serious Casualties	878	720,092	100	126,124	2	28	22	1,055	1,002	847,299
Minor Casualties	1,299	1,012,126	141	186,042	1	102	22	1,028	1,463	1,199,298
TOTAL	2,278	1,808,969	246	315,764	3	130	52	2,271	2,579	2,127,134

(c.) **Total.**

Foundering: (Total Losses)	14	13,648	—	—	1	1,040	36	5,506	51	20,194
Strandings:										
Total Losses	70	55,886	6	4,887	—	—	116	27,900	192	88,673
Serious Casualties	247	195,590	27	29,468	2	585	134	16,603	410	242,316
Minor Casualties	410	343,668	48	61,792	3	1,632	257	32,742	718	439,934
TOTAL	727	595,214	81	96,147	5	2,217	507	77,245	1,320	770,823
Collisions:										
Total Losses	36	32,377	2	1,517	—	—	19	2,614	57	36,508
Serious Casualties	208	177,236	13	15,866	3	3,160	119	16,063	343	212,327
Minor Casualties	406	290,074	50	65,219	3	1,809	324	39,726	783	396,828
TOTAL	650	499,687	65	82,602	6	4,969	462	58,405	1,183	645,663
Other Causes:										
Total Losses	8	6,869	—	—	1	1,041	15	6,010	24	13,920
Serious Casualties	598	505,154	65	89,156	7	3,931	180	39,853	820	638,094
Minor Casualties	728	652,804	53	74,753	13	8,804	568	130,401	1,362	866,762
TOTAL	1,304	1,164,827	118	163,909	21	13,776	763	176,264	2,206	1,518,776
Missing Vessels:	13	13,256	2	3,104	—	—	19	2,010	34	18,370
From all Causes:										
Total Losses	141	122,036	10	9,508	2	2,081	205	44,040	358	177,665
Serious Casualties	1,023	878,050	106	134,490	12	7,675	433	73,521	1,573	1,092,737
Minor Casualties	1,544	1,286,546	151	201,794	19	12,245	1,149	202,869	2,863	1,709,424
TOTAL	2,708	2,236,632	266	345,762	33	22,002	1,787	319,430	4,794	2,973,826

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Founders.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage (excluding Spontaneous Combustion)	1	—	—	—	—	—	2	1	3	—	1	2	1	4
Overloading	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	5	3	1	1	5	—	17	60	77	—	8	18	61	87
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	7	3	1	1	5	—	19	61	80	—	10	20	62	92
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	49	30	92	171	—	2	3	5	—	49	32	95	176
Error, &c. of Pilots	—	—	5	15	20	—	—	—	—	—	—	5	15	20
TOTAL	—	49	35	107	191	—	2	3	5	—	49	37	110	196
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	1	—	1	—	—	1	—	1
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	2	3	5	—	—	2	3	5
„ „ Other Cargoes	—	—	—	—	—	1	1	—	2	—	1	1	—	2
Fires, other than Spontaneous Combustion	—	—	—	—	—	3	4	4	11	—	3	4	4	11
Inevitable Accident	2	9	20	71	100	—	7	44	51	—	11	27	116	153
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	—	—	—	1	1	2	4	—	1	1	2	4
Striking on Floating or Sunken Wreck	—	—	—	3	3	1	—	2	3	—	1	—	5	6
Want of Pilot	—	—	1	1	2	—	—	—	—	—	—	1	1	2
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	7	7	—	—	—	—	—	—	—	7	7
TOTAL	2	9	21	82	112	6	16	55	77	—	17	37	137	191
CLASS 5.														
Unknown Cases	5	5	7	16	28	2	10	39	51	29	41	17	55	113
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	22	42	49	40	131	7	215	553	775	—	71	264	593	928
Heavy Seas	1	5	1	3	9	—	13	35	48	—	6	14	38	58
Calms and Currents	—	14	14	20	48	—	—	3	3	—	14	14	23	51
Fogs, &c.	—	6	15	32	53	1	—	1	2	—	7	15	33	55
Lightning	—	—	—	—	—	1	—	2	3	—	1	—	2	3
TOTAL	23	67	79	95	241	9	228	594	831	—	99	307	689	1,095
GRAND TOTAL	37	133	143	301	577	17	276	752	1,045	29	216	419	1,053	1,638

* For the causes of collisions, see Part III., Table 61.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage (excluding Spontaneous Combustion)	—	—	1	—	1	—	1	2	3	—	—	2	2	4
Overloading	—	1	—	—	1	—	1	—	1	—	1	1	—	2
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	2	—	6	3	9	—	3	5	6	—	2	9	6	17
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	1	7	3	11	—	5	5	10	—	3	12	8	23
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	35	92	101	228	—	1	4	5	—	35	93	105	233
Error, &c. of Pilots	—	4	21	29	54	—	—	—	—	—	4	21	29	54
TOTAL	—	39	113	130	282	—	1	4	5	—	39	114	134	287
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	1	3	—	4	3	374	143	525	—	4	377	143	529
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Explosions of Coal Gas	—	—	—	—	—	—	1	2	3	—	—	1	2	3
Other Explosions	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Spontaneous Combustion of Coal	—	—	—	—	—	—	—	4	4	—	—	—	4	4
Other Cargoes	—	—	—	—	—	1	3	2	6	—	1	3	2	6
Fires other than Spontaneous Combustion	—	—	—	—	—	1	9	11	21	—	1	9	11	21
Inevitable Accident	2	3	41	109	153	—	4	44	48	—	5	45	153	203
Want of Lights or Buoys on Coasts or Shoals	—	—	1	2	3	—	—	—	—	—	—	1	2	3
Contact with Ice	—	—	1	—	1	1	28	19	48	—	1	29	19	49
Striking on Floating or Sunken Wreck	—	—	7	2	9	1	6	4	11	—	1	13	6	20
Want of Pilot	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	4	50	114	168	4	51	87	143	—	10	101	201	312
CLASS 5.														
Unknown Cases	2	4	20	43	67	—	7	30	37	5	11	27	73	111
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	8	3	20	20	43	—	101	233	417	—	11	121	336	468
Heavy Seas	—	1	2	3	6	—	5	14	19	—	1	7	17	25
Calms and Currents	—	2	19	22	43	—	—	4	4	—	2	19	26	47
Fogs, &c.	—	4	33	32	119	—	—	2	2	—	4	33	34	121
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	10	74	127	211	—	106	336	442	—	18	180	463	661
GRAND TOTAL	14	59	267	417	743	7	544	610	1,161	5	85	811	1,027	1,923

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Found- ings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage (excluding Spontaneous Combustion)	1	—	1	—	1	—	3	3	6	—	1	4	3	8
Overloading	1	1	—	—	1	—	1	—	1	—	2	1	—	3
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	7	3	7	4	14	—	20	63	83	—	10	27	67	104
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	9	4	8	4	16	—	24	66	90	—	13	32	70	115
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	84	122	193	399	—	3	7	10	—	84	125	200	409
Error, &c. of Pilots	—	4	26	44	74	—	—	—	—	—	4	26	44	74
TOTAL	—	88	148	237	473	—	3	7	10	—	88	151	244	483
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	1	3	—	4	3	375	148	526	—	4	378	148	530
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	1	1	—	1	—	1	—	—	1	1	2
Explosions of Coal Gas	—	—	—	—	—	—	1	2	3	—	—	1	2	3
Other explosions	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Spontaneous Combustion of Coal	—	—	—	—	—	—	2	7	9	—	—	2	7	9
„ „ Other Cargoes	—	—	—	—	—	2	4	2	8	—	2	4	2	8
Fires, other than Spontaneous Combustion	—	—	—	—	—	4	13	15	32	—	4	13	15	32
Inevitable Accident	4	12	61	180	253	—	11	88	99	—	16	72	268	356
Want of Lights or Buoys on Coasts or Shoals	—	—	1	2	3	—	—	—	—	—	—	1	2	3
Contact with Ice	—	—	1	—	1	2	29	21	52	—	2	30	21	53
Striking on Floating or Sunken Wreck	—	—	7	5	12	2	6	6	14	—	2	13	11	26
Want of Pilot	—	1	1	1	3	—	—	—	—	—	1	1	1	3
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	7	7	—	—	—	—	—	—	—	7	7
TOTAL	4	13	71	196	280	10	67	142	219	—	27	138	338	503
CLASS 5.														
Unknown Cases	7	9	27	59	95	2	17	69	88	34	52	44	128	224
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	30	45	69	60	174	7	316	869	1,192	—	32	385	929	1,396
Heavy Seas	1	6	3	6	15	—	18	49	67	—	7	21	55	83
Calm and Currents	—	16	33	42	91	—	—	7	7	—	16	33	49	98
Fogs, &c.	—	10	48	114	172	1	—	3	4	—	11	48	117	176
Lightning	—	—	—	—	—	1	—	2	3	—	1	—	2	3
TOTAL	31	77	153	222	452	9	334	930	1,273	—	117	487	1,152	1,766
GRAND TOTAL	51	192	410	718	1,320	24	820	1,862	2,206	34	301	1,230	2,080	3,611

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 10. **Localities**.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundering.				Strandings.	Collisions.				Other Causes.				Total.					
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.		Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	3	6	10	11	27	1	7	13	21	—	9	15	24	—	10	26	39	75	
Flamborough Head to North Foreland	6	11	20	39	76	5	56	119	180	2	26	86	114	—	24	102	244	370	
North Foreland to St. Catherine's Point	—	5	9	20	34	10	13	27	50	—	9	43	52	—	15	81	90	130	
St. Catherine's Point to Start Point	2	2	1	24	27	—	2	6	8	—	1	32	33	—	4	4	62	70	
Start Point to Land's End	—	3	2	11	16	—	7	27	31	—	5	34	39	—	3	14	72	89	
Land's End to Hartland Point (including Scilly Isles).	2	2	5	2	9	—	1	1	2	—	4	33	37	—	4	10	36	50	
Hartland Point to St. David's Head	3	9	13	16	38	2	11	41	54	—	6	36	42	—	14	30	98	137	
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	7	6	13	26	2	2	21	25	—	7	40	47	—	9	15	74	98	
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	14	20	82	122	2	12	34	48	—	15	67	72	—	18	53	173	244	
Cape Wrath to Buchanness	—	4	6	5	15	—	—	2	2	1	2	12	15	—	5	8	19	32	
Buchanness to Fern Islands	1	7	4	8	19	—	1	5	6	1	9	13	23	—	9	14	26	49	
All other parts of the Coast	1	6	8	18	32	—	4	10	14	—	7	30	37	—	7	19	68	84	
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	13	—	13	
Total on or near the Coasts of the United Kingdom	20	76	110	249	435	22	116	305	444	4	100	431	535	13	135	320	986	1,417	
On or near the Coasts of British Possessions Abroad	—	17	14	15	46	1	4	3	8	—	1	2	3	—	18	19	20	57	
On or near the Coasts of Foreign Countries	—	40	19	35	94	4	16	23	48	3	8	18	23	—	47	87	81	166	
In Oceans and Seas	17	—	—	2	2	1	16	10	17	10	173	301	484	16	44	180	313	546	
Total Abroad	17	57	33	52	142	6	36	41	83	13	176	321	519	16	109	245	414	768	
GRAND TOTAL	37	133	143	301	577	28	152	347	527	17	276	752	1,045	29	244	571	1,400	2,215	

(b.) Steam Vessels.

Fern Islands to Flamborough Head	1	5	19	14	38	4	8	17	29	2	19	26	47	—	12	46	57	115			
Flamborough Head to North Foreland	1	5	13	57	75	7	50	113	170	—	22	28	50	—	13	85	198	296			
North Foreland to St. Catherine's Point	—	—	2	23	25	6	14	28	48	—	18	19	37	—	6	34	70	110			
St. Catherine's Point to Start Point	—	1	3	5	9	1	1	8	10	—	6	10	15	—	2	9	23	34			
Start Point to Land's End	1	1	1	2	4	—	5	15	16	—	16	16	32	—	2	20	31	53			
Land's End to Hartland Point (including Scilly Isles).	—	—	2	4	6	1	5	4	10	—	10	11	21	—	1	17	19	37			
Hartland Point to St. David's Head	—	2	10	25	37	—	18	59	77	1	23	28	52	—	3	61	112	166			
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	1	3	4	8	—	2	5	7	1	10	10	21	—	2	16	19	36			
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	5	21	35	61	1	15	34	50	—	32	38	70	—	6	68	107	181			
Cape Wrath to Buchanness	—	1	2	4	7	—	—	1	1	—	2	3	5	—	1	4	8	13			
Buchanness to Fern Islands	1	2	10	6	18	—	—	9	9	—	10	7	17	—	3	20	22	45			
All other parts of the Coast	—	2	12	6	20	—	—	2	8	10	22	5	27	—	2	36	19	57			
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Total on or near the Coasts of the United Kingdom	4	25	98	185	308	20	118	299	437	4	189	201	394	—	53	405	685	1,149			
On or near the Coasts of British Possessions Abroad	—	4	17	19	40	—	5	10	15	—	6	5	11	—	4	23	34	66			
On or near the Coasts of Foreign Countries	—	30	151	211	392	1	41	81	123	—	34	32	66	—	31	226	324	581			
In Oceans and Seas	10	—	1	2	3	8	27	46	81	3	315	372	690	5	26	343	430	789			
Total Abroad	10	34	169	232	435	9	73	137	219	3	355	409	767	5	61	597	778	1,436			
GRAND TOTAL	14	59	267	417	743	29	191	436	656	7	544	610	1,161	5	114	1,002	1,463	2,579			

(c.) Total.

Fern Islands to Flamborough Head	4	11	29	25	65	5	15	30	50	2	28	41	71	—	22	72	96	190			
Flamborough Head to North Foreland	7	16	33	96	145	12	106	232	350	2	48	114	164	—	37	187	442	686			
North Foreland to St. Catherine's Point	—	5	11	43	59	16	27	55	98	—	27	62	89	—	21	65	160	246			
St. Catherine's Point to Start Point	2	3	4	29	36	1	3	14	18	—	6	42	48	—	6	13	85	104			
Start Point to Land's End	1	4	3	13	20	—	10	40	50	—	21	50	71	—	5	34	103	142			
Land's End to Hartland Point (including Scilly Isles).	2	2	7	6	15	1	6	5	12	—	14	44	58	—	5	27	55	87			
Hartland Point to St. David's Head	3	11	23	41	75	2	29	100	131	1	29	64	94	—	17	81	205	303			
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	8	9	17	34	2	4	26	32	1	17	50	68	—	11	30	93	134			
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	19	47	117	183	3	27	68	98	—	47	95	142	—	24	121	280	425			
Cape Wrath to Buchanness	—	5	8	9	22	—	—	3	3	1	4	15	20	—	6	12	27	45			
Buchanness to Fern Islands	2	9	14	14	37	—	1	14	15	1	19	20	40	—	12	34	48	94			
All other parts of the Coast	1	8	20	24	52	—	6	18	24	—	29	35	64	—	9	55	77	141			
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	13	—	13			
Total on or near the Coasts of the United Kingdom	24	101	208	434	743	42	234	605	881	8	289	632	929	13	188	731	1,671	2,590			
On or near the Coasts of British Possessions Abroad	—	21	31	34	86	1	9	13	23	—	7	7	14	—	22	47	54	123			
On or near the Coasts of Foreign Countries	—	70	170	246	486	5	57	100	171	3	36	50	80	—	78	263	405	746			
In Oceans and Seas	27	—	1	4	5	9	43	56	108	13	483	673	1,174	21	70	532	733	1,355			
Total Abroad	27	91	202	284	577	15	109	178	302	16	531	730	1,277	21	170	842	1,192	2,204			
GRAND TOTAL	51	192	410	718	1,320	57	343	783	1,183	24	820	1,362	2,206	34	358	1,573	2,863	4,794			

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 11. **Classification.*—Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and whether the Vessels were **Classed*** or **Unclassed.***

Nature of the Casualties.	Classed Vessels,*		Unclassed Vessels,*		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.						
Foundering - - - -	9	6,022	28	3,230	37	9,252
Strandings - - - -	46	31,872	87	15,902	133	47,774
Collisions - - - -	15	12,645	13	1,344	28	13,989
Other Causes - - - -	9	8,292	8	3,304	17	11,596
Missing Vessels - - -	12	12,848	17	1,669	29	14,517
TOTAL - - - -	91	71,679	153	25,449	244	97,128
(b.) Steam Vessels.						
Foundering - - - -	10	10,543	4	399	14	10,942
Strandings - - - -	45	34,653	14	6,246	59	40,899
Collisions - - - -	24	18,369	5	4,150	29	22,519
Other Causes - - - -	3	892	4	1,432	7	2,324
Missing Vessels - - -	4	3,789	1	64	5	3,853
TOTAL - - - -	86	68,246	28	12,291	114	80,537
(c.) Total.						
Foundering - - - -	19	16,565	32	3,629	51	20,194
Strandings - - - -	91	66,525	101	22,148	192	88,673
Collisions - - - -	39	31,014	18	5,494	57	36,508
Other Causes - - - -	12	9,184	12	4,736	24	13,920
Missing Vessels - - -	16	16,637	18	1,733	34	18,370
TOTAL - - - -	177	139,925	181	37,740	358	177,665

* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably includes a number of vessels, which were classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 12. Seamen and Passengers Lost.—Totals—Home and Foreign Trades:—
Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Vessels in the Home Trade from those Lost in Vessels in the Foreign Trade.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(1.) HOME TRADE.															
Foundering	2	168	8	—	8	—	—	—	—	—	2	168	8	—	8
Strandings	6	663	24	—	24	3	504	28	—	28	9	1,167	52	—	52
Collisions	4	316	6	—	6	1	829	1	1	2	5	1,145	7	1	8
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	17	1,669	75	2	77	—	—	—	—	—	17	1,669	75	2	77
TOTAL	29	2,806	113	2	115	4	1,333	29	1	30	33	4,130	142	3	145
(2.) FOREIGN TRADE.															
Foundering	2	2,468	3	—	3	4	5,146	27	—	27	6	7,614	30	—	30
Strandings	13	11,477	64	19	83	4	4,818	38	4	42	17	16,295	102	23	125
Collisions	5	5,045	46	4	50	10	11,462	155	3	158	15	16,497	201	7	208
Other Causes	—	—	—	—	—	1	1,384	1	—	1	1	1,384	1	—	1
Missing Vessels	12	12,848	252	43	295	5	3,853	136	705	844	17	16,701	388	751	1,139
TOTAL	32	31,838	365	66	431	24	26,653	337	715	1,072	56	58,491	722	781	1,503
(3.) TOTAL.															
Foundering	4	2,636	11	—	11	4	5,146	27	—	27	8	7,782	38	—	38
Strandings	19	12,130	83	19	107	7	5,322	66	4	70	26	17,452	154	23	177
Collisions	9	5,361	52	4	56	11	12,281	156	4	160	20	17,042	208	8	216
Other Causes	—	—	—	—	—	1	1,384	1	—	1	1	1,384	1	—	1
Missing Vessels	29	14,517	327	45	372	5	3,853	136	705	844	34	18,370	463	753	1,216
TOTAL	61	34,644	478	68	546	23	27,986	386	716	1,102	89	62,630	864	784	1,649

(b.) Lives Lost in Vessels Partially Lost.

(1.) HOME TRADE.															
Strandings	3	265	4	—	4	—	—	—	—	—	3	265	4	—	4
Collisions	—	—	—	—	—	1	99	—	1	1	1	99	—	1	1
Other Causes	6	540	6	—	6	2	191	6	—	6	8	731	12	—	12
TOTAL	9	805	10	—	10	3	290	6	1	7	12	1,095	16	1	17
(2.) FOREIGN TRADE.															
Strandings	—	—	—	—	—	2	3,397	3	1	4	2	3,397	3	1	4
Collisions	3	2,318	4	—	4	2	3,181	2	—	2	5	5,499	6	—	6
Other Causes	26	30,311	34	—	34	16	21,255	21	7	28	42	51,566	55	7	62
TOTAL	29	32,629	38	—	38	20	27,833	26	8	34	49	60,462	64	8	72
(3.) TOTAL.															
Strandings	3	265	4	—	4	2	3,397	3	1	4	5	3,662	7	1	8
Collisions	3	2,318	4	—	4	3	3,280	2	1	3	6	5,598	6	1	7
Other Causes	32	30,851	40	—	40	18	21,446	27	7	34	50	52,297	67	7	74
TOTAL	38	33,434	48	—	48	23	28,123	32	9	41	61	61,557	80	9	89

(c.) Total.

(1.) HOME TRADE.															
Foundering	2	168	8	—	8	—	—	—	—	—	2	168	8	—	8
Strandings	9	918	28	—	28	3	504	28	—	28	12	1,422	56	—	56
Collisions	4	316	6	—	6	2	938	1	2	3	6	1,244	7	2	9
Other Causes	6	540	6	—	6	2	191	6	—	6	8	731	12	—	12
Missing Vessels	17	1,669	75	2	77	—	—	—	—	—	17	1,669	75	2	77
TOTAL	38	3,611	123	2	125	7	1,633	35	2	37	45	5,234	158	4	162
(2.) FOREIGN TRADE.															
Foundering	2	2,468	3	—	3	4	5,146	27	—	27	6	7,614	30	—	30
Strandings	13	11,477	64	19	83	6	8,215	41	5	46	19	19,692	105	24	129
Collisions	8	7,363	50	4	54	12	14,633	157	3	160	20	21,996	207	7	213
Other Causes	26	30,311	34	—	34	17	22,639	22	7	29	43	52,950	56	7	63
Missing Vessels	12	12,848	252	43	295	5	3,853	136	708	844	17	16,701	388	751	1,139
TOTAL	61	64,467	403	66	469	44	54,486	383	723	1,106	105	118,953	786	789	1,575
(3.) TOTAL.															
Foundering	4	2,636	11	—	11	4	5,146	27	—	27	8	7,782	38	—	38
Strandings	22	12,395	92	19	111	9	8,719	69	5	74	31	21,114	161	24	185
Collisions	12	7,679	56	4	60	14	15,561	168	5	163	26	23,240	214	9	223
Other Causes	32	30,851	40	—	40	19	22,830	28	7	35	51	53,681	68	7	75
Missing Vessels	29	14,517	327	45	372	5	3,853	136	708	844	34	18,370	463	753	1,216
TOTAL	99	68,078	526	68	594	51	56,109	418*	725	1,148	150	124,187	944*	793	1,737

* Includes 66 natives of India and other Asiatics.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 13. **Seamen Lost.—Cargoes:**—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Found- derings.		Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.		Partial Losses.	Total.		
Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.		
Ballast	—	—	5	29	—	—	5	29	1	2	—	—	1	2	—	—	6	31	7
Timber	1	4	1	1	—	—	1	1	—	—	—	—	—	—	—	—	2	5	6
Grain	—	—	2	21	—	—	2	21	2	29	—	—	2	29	—	—	5	63	67
Coal	—	—	3	11	—	—	3	11	4	18	—	—	4	18	—	—	5	12	262
Metallic Ores, &c.	—	—	—	2	—	—	2	2	1	1	—	—	1	1	—	—	1	1	4
Machinery, Wrought Iron, &c.	1	1	1	1	—	—	1	1	1	1	—	—	1	1	1	5	4	9	1
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c.	—	—	2	9	—	—	2	9	—	—	—	—	4	4	4	2	7	4	16
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5	1	5
Guano, &c.	1	2	1	5	—	—	1	5	—	—	—	—	1	1	1	1	8	3	15
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	1	1	—	—	1	1	1	1	27	1	27
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	1	1	—	—	1	1	—	—	—	—	1	1	1	—	1	1	1
Cotton, Wool, &c.	—	—	1	6	—	—	1	6	—	—	—	—	1	1	1	—	1	6	1
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	—	—	—	—
General	—	—	1	4	—	—	1	4	—	—	—	—	10	11	10	11	1	18	2
Explosive Oils	1	4	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	23	2
Various	—	—	—	—	1	2	1	2	—	—	—	—	2	2	2	2	—	—	3
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	11	18	88	5	4	21	92	9	52	8	4	12	56	—	32	40	32	40

(b.) **Lives Lost in Steam Vessels.**

Ballast	1	1	—	—	1	1	1	1	51	—	—	1	51	—	—	1	1	1	1	97
Timber	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	1
Grain	1	6	1	17	—	1	17	1	1	—	—	1	1	—	—	1	1	1	1	53
Coal	1	16	3	29	—	3	29	3	19	—	—	3	3	3	3	1	19	8	3	86
Metallic Ores, &c.	—	—	—	—	—	—	—	2	9	1	1	3	10	—	—	2	9	2	2	11
Machinery, Wrought Iron, &c.	—	—	1	11	—	1	11	2	52	—	—	1	1	1	1	3	63	2	3	63
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	1	4	—	—	1	4	—	—	—	—	—	—	—	1	4	2	2	4
Sugar, Molasses, &c.	1	4	—	—	—	—	—	—	—	—	—	2	2	2	2	1	4	2	3	6
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	1	2	1	2	—	—	—	—	—	—	—	—	—	1	2	2
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	1	6	—	1	6	2	24	1	1	5	11	5	11	2	53	5	12	94
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1	1	1	1
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	27	7	66	2	3	9	69	11	156	2	2	13	158	1	1	17	27	18	418

(c.) **Total.**

Ballast	1	1	5	29	1	1	6	30	2	53	—	—	2	53	—	1	1	1	1	1	43	9	126	2	2	11	128	
Timber	1	4	1	1	—	—	1	1	—	1	2	—	1	2	—	—	—	—	—	—	—	—	—	—	—	8		
Grain	1	6	3	38	—	—	3	38	3	30	—	—	3	30	—	8	12	8	12	2	34	9	108	8	12	17	120	
Coal	1	16	6	40	—	—	6	40	7	37	—	—	7	37	—	8	15	8	15	2	240	35	338	8	16	43	348	
Metallic Ores, &c.	—	—	—	—	—	—	2	2	3	10	1	1	—	—	—	2	2	2	2	3	11	3	10	5	5	8	15	
Machinery, Wrought Iron, &c.	1	1	2	12	—	—	2	12	3	54	—	—	3	54	—	1	1	1	1	1	5	7	72	1	1	8	73	
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	2	9	—	—	2	9	—	—	—	—	—	—	—	4	4	4	4	2	7	4	16	4	4	8	20	
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5	1	5	—	—	1	5	
Guano, &c.	1	2	1	5	—	—	1	5	—	—	—	—	1	1	1	1	8	3	15	1	8	1	15	1	1	4	16	
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hay, Straw, &c.	—	—	1	4	—	—	1	4	—	—	—	—	—	—	—	—	—	—	—	—	1	4	—	—	—	1	4	
Sugar, Molasses, &c.	1	4	—	—	—	—	—	—	—	—	1	1	1	1	—	3	3	3	3	1	27	2	31	4	4	6	35	
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Potatoes, Fruit, &c.	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	1	1	1	1	—	1	1	1	1	1	2	2	
Cotton, Wool, &c.	—	—	1	6	1	2	2	8	—	—	—	—	1	1	1	1	1	1	1	—	1	1	6	2	3	3	9	
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	—	1	1	1	
General	—	—	2	9	—	—	2	9	2	24	2	2	4	26	—	15	22	15	22	3	71	7	104	17	24	24	128	
Explosive Oils	1	4	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	23	3	28	—	—	3	28		
Various	—	—	—	—	1	2	1	2	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	3	4	3	4	
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	8	38	25	154	5	7	30	161	20	208	5	6	25	214	1	1	49	67	50	68	34	463	88	864	59	80	147	944

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 14. Seamen Lost.—Tonnages:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Foundering.		Strandings.				Collisions.			Other Causes.			Missing		Total.													
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Vessels.		Total Losses.		Partial Losses.		Total.							
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.						
Under 50 tons	—	—	1	4	—	—	1	4	2	2	—	—	2	2	—	—	1	1	1	9	21							
50 & under 100 tons	2	8	3	4	2	3	5	7	1	2	1	2	2	4	—	—	5	5	5	5	6	26	12					
100 " 200 "	—	—	3	17	1	1	4	18	1	2	—	—	1	2	—	—	3	8	3	8	7	40	11					
200 " 300 "	—	—	2	12	—	—	2	12	—	—	—	—	—	—	—	—	1	8	3	20	—	—	3					
300 " 400 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
400 " 500 "	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	1	13	2	14	—	—	—	2				
500 " 600 "	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	1	1	1	2	—	—	2				
600 " 700 "	—	—	—	—	—	—	—	—	1	14	—	—	1	14	—	—	1	1	1	1	1	14	1	1				
700 " 800 "	—	—	2	14	—	—	2	14	—	—	—	—	—	—	—	—	2	14	2	4	4	18	2	15				
800 " 1,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	1	18	1	18				
1,000 " 1,200 "	1	1	3	12	—	—	3	12	—	—	2	2	2	2	—	—	2	46	6	59	5	11	64	9				
1,200 " 1,500 "	1	2	2	23	—	—	2	23	3	31	—	—	3	31	—	—	7	8	7	8	3	73	9	129				
1,500 " 2,000 "	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	6	6	6	6	3	89	4	90				
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—				
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
TOTAL - -	4	11	18	88	3	4	21	92	9	52	3	4	12	56	—	—	32	40	32	40	29	327	60	478	38	48	98	526

(b.) Lives Lost in Steam Vessels.

Under 50 tons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50 & under 100 tons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
100 " 200 "	—	—	2	19	—	—	2	19	—	—	—	—	—	—	—	2	19	—	19
200 " 300 "	—	—	1	9	—	—	1	9	—	—	—	—	—	—	—	1	9	—	9
300 " 400 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	17	1	17	1
400 " 500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " 600 "	—	—	—	—	—	—	—	—	1	8	—	—	—	—	—	1	8	—	8
600 " 700 "	—	—	—	—	—	—	—	—	2	7	—	—	3	5	—	2	7	3	12
700 " 800 "	2	17	1	4	—	—	1	4	—	—	—	—	1	1	—	3	21	1	22
800 " 1,000 "	—	—	—	—	1	1	1	1	4	26	—	—	1	1	—	5	47	2	49
1,000 " 1,200 "	—	—	1	17	—	—	1	17	1	5	—	—	3	3	—	1	19	3	44
1,200 " 1,500 "	1	6	1	5	—	—	1	5	—	1	1	1	2	3	—	4	36	4	52
1,500 " 2,000 "	—	—	1	12	—	—	1	12	2	63	1	1	4	7	—	3	75	5	83
2,000 " 2,500 "	1	4	—	—	1	2	1	2	1	47	—	—	—	—	—	2	51	1	53
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	27	7	66	2	3	9	69	11	156	2	2	13	158	1	17	27	18	418

(c.) Total.

Under 50 tons	—	—	1	4	—	—	1	4	2	2	—	—	2	2	—	1	1	1	9
50 & under 100 tons	2	8	3	4	2	3	5	7	1	2	1	2	2	4	—	7	11	7	23
100 " 200 "	—	—	5	36	1	1	6	37	1	2	—	—	1	2	—	3	8	3	87
200 " 300 "	—	—	3	21	—	—	3	21	—	—	—	—	—	—	—	1	8	4	29
300 " 400 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	17	1	17
400 " 500 "	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	1	13	2	14
500 " 600 "	—	—	1	1	—	—	1	1	1	8	—	—	1	1	—	2	9	1	10
600 " 700 "	—	—	—	—	—	—	—	—	3	21	—	—	4	6	—	3	21	4	27
700 " 800 "	2	17	3	18	—	—	3	18	—	—	—	—	3	5	—	5	35	3	40
800 " 1,000 "	—	—	—	—	1	1	1	1	4	26	—	—	4	26	—	6	65	4	69
1,000 " 1,200 "	1	1	4	29	—	—	4	29	1	5	2	2	3	7	—	6	6	8	108
1,200 " 1,500 "	2	8	3	28	—	—	3	28	3	31	1	1	4	32	1	9	11	10	189
1,500 " 2,000 "	—	—	2	13	—	—	2	13	2	63	1	1	3	64	—	10	13	10	179
2,000 " 2,500 "	1	4	—	—	1	2	1	2	1	47	—	—	1	1	—	2	51	2	54
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	38	25	154	5	7	30	161	20	208	5	6	25	214	1	40	67	50	944

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 15. **Seamen Lost.—Ages of the Vessels:—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties, and the AGES OF THE VESSELS when the Lives were Lost.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Found- derings.	Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.	
Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	
Under 3 years	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-
3 & not exceeding 7	-	-	1	4	-	-	1	4	1	12	-	-	-	-	-	-
8	"	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	"	14	-	3	20	1	2	4	22	1	2	1	1	2	3	5
15	"	20	2	6	4	31	-	-	4	31	1	17	-	-	-	-
21	"	30	2	5	4	13	1	1	5	14	3	17	2	3	5	20
31	"	40	-	-	4	11	1	1	5	12	2	2	-	-	2	2
41	"	50	-	-	1	8	-	-	1	8	1	2	-	-	1	2
51	"	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	"	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71	"	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81	"	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-
91	"	100	-	-	-	-	-	-	-	-	-	-	1	3	1	3
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL-	-	4	11	13	88	3	4	21	92	9	52	3	4	12	56	526

(b.) **Lives Lost in Steam Vessels.**

Under 3 years	-	-	-	-	-	-	-	-	-	-	1	1	1	1	-	-	1	1	1	1	2	53	2	53	2	2	4	55		
3 & not exceeding 7	-	2	20	3	24	1	2	4	26	3	18	1	1	4	19	-	-	8	11	8	11	2	62	10	124	10	14	20	138	
8	"	10	2	7	2	28	-	-	2	28	1	51	-	-	1	51	-	-	3	8	3	8	-	-	5	86	3	8	8	94
11	"	14	-	-	-	1	1	1	1	-	-	-	-	-	-	-	-	-	2	2	2	2	1	21	1	21	3	3	4	24
15	"	20	-	-	2	14	-	-	2	14	7	87	-	-	7	87	-	-	1	3	1	3	-	-	9	101	1	3	10	104
21	"	30	-	-	-	-	-	-	-	-	-	-	1	1	2	2	3	3	-	-	-	-	-	1	1	2	2	3	3	
31	"	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
41	"	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
51	"	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
61	"	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
71	"	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
81	"	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
91	"	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	-	4	27	7	66	2	3	9	69	11	156	2	2	13	158	1	1	17	27	13	28	5	136	28	386	21	32	49	418	

(c.) **Total.**

Under 3 years	-	-	-	1	1	-	-	1	1	-	-	1	1	1	1	-	-	2	2	2	2	3	76	4	77	3	3	7	80
3 & not exceeding 7	-	2	20	4	28	1	2	5	30	4	30	1	1	5	31	-	-	11	14	11	14	2	62	12	140	13	17	25	167
8	"	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	14	9	14	3	63	8	149	9	14	17	163
11	"	14	-	-	3	20	2	3	5	23	1	2	1	1	2	3	-	12	15	12	15	7	118	11	140	15	19	26	159
15	"	20	-	-	6	45	-	-	6	45	8	104	-	-	8	104	-	5	7	5	7	7	78	23	233	5	7	28	240
21	"	30	2	5	4	13	1	1	5	14	3	17	2	3	5	20	1	9	14	10	15	3	30	13	68	12	18	25	84
31	"	40	-	-	4	11	1	1	5	12	2	2	-	-	2	2	-	1	1	1	1	2	10	8	23	2	2	10	25
41	"	50	-	-	1	8	-	-	1	8	1	2	-	-	1	2	-	-	-	-	-	6	23	8	33	-	-	8	33
51	"	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	"	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71	"	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
81	"	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
91	"	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	1	3	-	-	1	3
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	4	38	35	151	5	7	30	161	20	208	3	4	25	214	1	1	40	67	50	68	34	663	88	804	29	80	147	944

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. **Seamen Lost.—Localities:—**Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Founders.		Strandings.				Collisions.				Other Causes.			Missing Vessels.	Total.						
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.		Total.						
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.					
Fern Islands to Flamborough Head.	1	4	3	11	—	—	3	11	1	2	—	—	—	—	—	5	17	—	—	5	17
Flamborough Head to North Foreland.	—	—	1	4	—	—	1	4	—	—	—	—	1	1	1	1	4	1	1	2	5
North Foreland to St. Catherine's Point.	—	—	1	8	1	1	2	9	3	20	1	1	4	21	—	4	28	2	2	6	30
St. Catherine's Point to Start Point.	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4	—	—	1	4
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	1	1	1
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head.	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	1	1	—	—	1	1	1	2	—	—	1	2	—	2	3	1	1	3	4
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	2	5	1	1	3	6	2	2	—	2	2	—	1	1	1	1	—	4	9
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	1	1	1
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	1	2	1	2	—	—	—	—	—	1	2	1	2
All other parts of the Coast.	—	—	1	1	—	—	1	1	—	—	—	—	1	1	1	1	1	1	1	2	2
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	58	13	58	—	13	58
TOTAL ON OR NEAR the COASTS OF the UNITED KINGDOM	3	9	9	30	2	2	11	32	7	26	2	3	9	29	—	6	6	6	6	13	58
On or near the Coasts of British Possessions Abroad.	—	—	3	25	—	—	3	25	—	—	—	—	—	—	—	3	25	—	—	3	25
On or near the Coasts of Foreign Countries.	—	—	6	33	1	2	7	35	1	14	1	1	2	15	—	7	47	3	9	10	50
In Oceans and Seas	1	2	—	—	—	—	—	—	1	12	—	—	1	12	—	25	28	25	28	43	311
TOTAL ABROAD	1	2	9	68	1	2	10	60	2	26	1	1	3	27	—	26	34	26	34	56	392
GRAND TOTAL	4	11	18	88	3	4	21	92	9	52	3	4	12	56	—	32	40	32	40	98	526

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—*continued*.

(b.) Lives Lost in Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found- derings.		Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.		
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.		Total Losses.	Partial Losses.	Total.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Fore- land.	—	—	1	12	1	2	2	14	—	—	—	—	—	—	—	1	12	1
North Foreland to St. Catherine's Point.	—	—	—	—	—	—	6	114	—	—	—	6	114	—	—	6	114	—
St. Catherine's Point to Start Point.	—	—	—	—	—	—	1	12	—	—	—	1	12	—	—	1	12	—
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	1	1	—	—	—	1	1	—	—	1	1	1
Hartland Point to St. David's Head.	—	—	1	8	—	—	1	8	—	—	—	1	1	—	—	1	8	1
St. David's Head and Carnore Point to Lambay Island and Skerries (Angle- sea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	1	11	—	—	1	11	—	—	—	1	5	—	—	1	11	1
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ON OR NEAR the COASTS OF the UNITED KINGDOM	—	—	3	31	1	2	4	33	8	127	—	—	3	7	3	7	—	11
On or near the Coasts of British Possessions Abroad.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
On or near the Coasts of Foreign Countries.	—	—	4	35	1	1	5	36	—	—	—	—	—	—	—	4	35	2
In Oceans and Seas	4	27	—	—	—	—	3	29	1	1	4	30	1	1	14	20	15	21
TOTAL ABROAD	4	27	4	35	1	1	5	36	3	29	2	2	5	31	1	1	14	20
GRAND TOTAL	4	27	7	66	2	3	9	69	11	156	2	2	13	158	5	136	28	386

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—continued.

(c.) Total.—Lives Lost in Sailing and Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found- derings.		Strandings.				Collisions.				Other causes.				Missing		Total.											
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Vessels.		Total Losses.	Partial Losses.	Total.									
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.								
Fern Islands to Flamborough Head.	1	4	3	11	—	—	3	11	1	2	—	—	1	2	—	—	—	—	5	17	—	—	5	17				
Flamborough Head to North Fore- land.	—	—	2	16	1	2	3	18	—	—	—	—	—	—	1	1	1	1	—	—	2	16	2	3	4	19		
North Foreland to St. Catherine's Point.	—	—	1	8	1	1	2	9	9	134	1	1	10	135	—	—	—	—	—	—	10	142	2	2	12	144		
St. Catherine's Point to Start Point.	1	4	—	—	—	—	—	—	1	12	—	—	1	12	—	—	—	—	—	—	2	16	—	—	2	16		
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1		
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	1	1	—	—	1	1	1	1	2	2		
Hartland Point to St. David's Head.	1	1	1	8	—	—	1	8	—	—	—	—	—	—	1	1	1	1	—	—	2	9	1	1	3	10		
St. David's Head and Carnsore Point to Lambay Island and Skerries (Angle- sea).	—	—	1	1	—	—	1	1	1	2	—	—	1	2	—	—	1	1	1	1	—	—	2	3	1	1	3	4
Skerries (Angle- sea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	3	16	1	1	4	17	2	2	—	—	2	2	—	—	2	6	2	6	—	—	5	18	3	7	8	25
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1	1	
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	1	2	1	2	—	—	—	—	—	—	—	—	—	1	2	1	2	2	
All other parts of the Coast.	—	—	1	1	—	—	1	1	—	—	—	—	—	—	1	1	1	1	—	—	1	1	1	1	2	2	2	
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	58	13	58	—	—	13	58	58	
TOTAL ON OR NEAR THE COASTS OF THE UNITED KINGDOM	3	9	12	61	3	4	15	65	15	153	2	3	17	156	—	—	9	13	9	13	13	58	43	281	14	20	57	301
On or near the Coasts of British Possessions Abroad.	—	—	3	25	—	—	3	25	—	—	—	—	—	—	—	—	—	—	—	—	3	25	—	—	3	25	25	
On or near the Coasts of Foreign Countries	—	—	10	68	2	3	12	71	1	14	2	2	3	16	—	—	1	6	1	6	—	—	11	82	5	11	16	93
In Oceans and Seas	5	29	—	—	—	—	—	—	4	41	1	1	5	42	1	1	39	48	40	49	21	405	31	476	40	49	71	525
TOTAL ABROAD	5	29	13	93	2	3	15	96	5	55	3	3	8	58	1	1	40	54	41	55	21	405	45	533	45	60	90	643
GRAND TOTAL	8	38	25	154	5	7	30	161	20	208	5	6	25	214	1	1	49	67	50	68	34	463	88	864	59	80	147	944

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 17. **Seamen and Passengers Lost. Classification:**—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Classed* Vessels from those Lost in Unclassed* Vessels.

(a.) **Lives Lost in Vessels Totally Lost.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
(1.) LIVE LOST IN SAILING VESSELS.												
Foundering -	2	3	—	3	2	8	—	8	4	11	—	11
Strandings -	10	56	3	59	9	32	16	48	19	88	19	107
Collisions -	6	43	4	52	3	4	—	4	9	52	4	56
Other Causes -	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	12	252	43	295	17	75	2	77	29	327	45	372
TOTAL -	30	359	50	409	31	119	18	137	61	478	68	546
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering -	4	27	—	27	—	5	—	5	4	27	—	27
Strandings -	6	61	—	61	1	—	—	—	7	66	4	70
Collisions -	9	86	4	90	2	70	—	70	11	156	4	160
Other Causes -	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels	4	93	5	98	1	43	703	746	5	138	703	844
TOTAL -	23	267	9	276	5	119	707	826	28	386	716	1,102
(3.) TOTAL.												
Foundering -	6	30	—	30	2	8	—	8	8	38	—	38
Strandings -	16	117	3	120	10	37	20	57	26	154	23	177
Collisions -	15	134	8	142	5	74	—	74	20	208	8	216
Other Causes -	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels	16	345	48	393	18	118	705	823	34	463	753	1,216
TOTAL -	53	626	59	685	36	233	725	963	89	864	784	1,648

(b.) **Lives Lost in Vessels Partially Lost.**

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings -	—	—	—	—	1	4	—	4	3	4	—	4
Collisions -	2	2	—	2	6	6	—	6	32	40	—	40
Other Causes -	26	34	—	34	6	6	—	6	6	40	—	40
TOTAL -	28	36	—	36	10	12	—	12	38	48	—	48
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings -	2	3	1	4	—	—	—	—	2	3	1	4
Collisions -	2	2	—	2	1	—	1	—	3	2	1	3
Other Causes -	15	22	5	27	3	5	2	7	18	27	7	34
TOTAL -	19	27	6	33	4	5	3	8	23	32	9	41
(3.) TOTAL.												
Strandings -	2	3	1	4	3	4	—	4	5	7	1	8
Collisions -	4	4	—	4	2	2	1	3	6	6	1	7
Other Causes -	41	56	5	61	9	11	2	13	50	67	7	74
TOTAL -	47	63	6	69	14	17	3	20	61	80	9	89

(c.) **Total.**

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering -	2	3	—	3	2	8	—	8	4	11	—	11
Strandings -	10	56	3	59	12	36	16	52	22	92	19	111
Collisions -	8	50	4	54	4	6	—	6	12	56	4	60
Other Causes -	26	34	—	34	6	6	—	6	6	40	—	40
Missing Vessels -	12	252	43	295	17	75	2	77	29	327	45	372
TOTAL -	58	395	50	445	41	131	18	149	99	526	68	594
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering -	4	27	—	27	—	5	—	5	4	27	—	27
Strandings -	8	64	1	65	1	—	—	—	9	69	5	74
Collisions -	11	88	4	92	3	70	1	71	14	158	5	163
Other Causes -	15	22	5	27	4	6	2	8	19	28	7	35
Missing Vessels -	4	93	5	98	1	43	703	746	5	136	708	844
TOTAL -	42	294	15	309	9	124	710	834	51	418	725	1,143
(3.) TOTAL.												
Foundering -	6	30	—	30	2	8	—	8	8	38	—	38
Strandings -	18	120	4	124	13	41	20	61	31	161	24	185
Collisions -	19	138	8	146	7	76	1	77	214	9	9	223
Other Causes -	41	56	5	61	10	12	2	14	51	68	7	75
Missing Vessels -	16	345	48	393	18	118	705	823	34	463	753	1,216
TOTAL -	100	689	65	754	50	255	728	983	150	944	793	1,737

* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in the United Kingdom.

TABLE 18. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from:—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad, during the year 1888–9;
 (2.) Accidents other than Wreck reported during 1888–9;
 (3.) Disease, Murder, Suicide, &c., reported during 1888–9;
 distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	

(a.) Deaths in the Home Trade.

Wrecks of and Casualties to the Vessels.	123	—	2	35	—	2	158	—	4
Accidents other than Wreck or Casualty.	36	—	1	9	—	7	45	—	8
Disease, Murder, Homicide, Suicide, and Unknown Causes.	5	—	—	2	—	6	7	—	6
TOTAL - - -	164	—	3	46	—	15	210	—	18

(b.) Deaths in the Foreign Trade.

Wrecks of and Casualties to the Vessels.	403	—	66	317	66	723	720	66	789
Accidents other than Wreck or Casualty.	296	1	1	145	11	21	441	12	22
Disease, Murder, Homicide, Suicide, and Unknown Causes.	204	5	225	216	136	591	420	141	816
TOTAL - - -	903	6	292	678	213	1,335	1,581	219	1,627

(c) Total.

Wrecks of and Casualties to the Vessels (<i>See</i> Tables 12–17).	526	—	68	352	66	725	878	66	793
Accidents other than Wreck or Casualty.	332	1	2	154	11	28	486	12	30
Disease, Murder, Homicide, Suicide, and Unknown Causes.	209	5	225	218	136	597	427	141	822
TOTAL - - -	1,067	6	295	724	213	1,350	1,791	219	1,640

Note.—Lascars lost in Rivers and Harbours other than by Wreck or Casualty cannot be shown separately, and are therefore included in the Tables of Lives Lost at Sea.

PART II.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels; with SUMMARIES of Parts I. and II.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 19. **Totals:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	22	4,298	—	—	—	—	22	4,298
Strandings - - -	128	22,924	67	22,186	51	19,789	246	64,899
Collisions - - -	10	5,283	42	10,614	39	16,248	91	32,145
Other Causes - - -	22	9,779	125	61,845	111	50,426	258	122,050
Missing Vessels - -	13	1,632	—	—	—	—	13	1,632
TOTAL - - -	195	43,916	234	94,645	201	86,463	630	225,024
(b.) Steam Vessels.								
Foundering - - -	2	74	—	—	—	—	2	74
Strandings - - -	9	2,561	19	6,034	19	6,495	47	15,090
Collisions - - -	2	307	7	3,330	10	3,969	19	7,606
Other Causes - - -	4	641	13	6,183	11	3,674	28	10,498
Missing Vessels - -	—	—	—	—	—	—	—	—
TOTAL - - -	17	3,583	39	15,547	40	14,138	96	33,268
(c.) Total.								
Foundering - - -	24	4,372	—	—	—	—	24	4,372
Strandings - - -	137	25,485	86	28,220	70	26,284	293	79,989
Collisions - - -	12	5,590	49	13,944	49	20,217	110	39,751
Other Causes - - -	26	10,420	138	68,028	122	54,100	286	132,548
Missing Vessels - -	13	1,632	—	—	—	—	13	1,632
TOTAL - - -	212	47,499	273	110,192	241	100,601	726	258,292

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 20. **Cargoes:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Founders.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast	4	33	15	15	63	1	12	5	18	1	12	8	21	4	43	39	28	110
Timber	5	26	18	7	51	2	10	7	19	2	26	26	54	1	36	54	40	130
Grain	—	3	2	1	6	—	1	1	2	—	2	2	4	—	3	5	4	12
Coal	1	11	11	2	24	1	6	4	11	3	16	12	31	4	20	33	18	71
Metallic Ores, &c.	—	—	1	1	1	—	—	1	1	1	—	12	3	—	1	—	4	8
Machinery, Wrought Iron, &c.	—	2	1	1	5	—	—	—	—	1	1	3	3	—	2	2	4	8
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	4	4	7	16	—	2	2	4	2	7	13	22	—	6	13	22	41
Salt, Soda, Potash, &c.	2	—	2	—	2	—	1	—	1	1	4	4	9	—	3	7	4	14
Guano, &c.	—	—	—	1	1	—	—	2	2	1	3	2	6	—	1	3	5	9
Dung, &c.	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—
Hay, Straw, &c.	—	—	2	—	2	—	1	—	1	—	—	—	—	—	—	1	—	1
Sugar, Molasses, &c.	5	6	3	1	10	—	2	—	2	2	11	10	23	—	13	16	11	40
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	7	—	2	9	—	—	—	—	1	3	3	7	1	9	3	5	17
Cotton, Wool, &c.	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	2	2
Wine, Spirits, &c.	1	—	1	—	1	—	—	—	—	—	—	3	—	—	1	1	—	2
Fish, Oil, &c.	—	6	2	—	8	—	4	—	4	1	8	7	16	2	9	14	7	30
General	2	13	3	6	22	2	2	1	5	2	13	11	26	—	19	18	18	55
Explosive Oils	1	1	—	1	2	—	—	3	7	—	7	3	11	—	5	7	7	19
Various	—	10	3	3	16	2	—	2	4	4	8	2	14	—	16	11	7	34
Unknown	1	6	—	2	8	—	1	10	11	—	3	3	6	1	8	4	15	27
TOTAL	22	128	67	51	246	10	42	39	91	22	125	111	253	13	95	234	201	630

(b.) Steam Vessels.

Ballast	2	1	2	1	4	—	3	4	7	—	1	1	2	—	3	6	6	15
Timber	—	1	2	—	3	—	—	—	—	1	—	1	2	—	2	2	1	5
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal	—	1	1	1	3	—	—	—	—	1	1	—	—	—	2	2	1	5
Metallic Ores, &c.	—	—	—	—	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	1	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Salt, Soda, Potash, &c.	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Cotton, Wool, &c.	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	1	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
General	—	4	8	15	27	1	3	3	7	—	11	9	20	—	5	22	27	54
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	1	2	1	3	—	1	3	4	—	—	—	—	—	2	2	—	2
Unknown	—	1	1	1	3	—	—	—	—	1	—	—	—	—	2	2	4	8
TOTAL	2	9	19	19	47	2	7	10	19	4	13	11	28	—	17	39	40	96

(c.) Total.

Ballast	6	34	17	16	67	1	15	9	25	1	13	9	23	4	46	45	34	125
Timber	5	27	20	7	54	2	10	7	19	3	26	27	56	1	38	56	41	135
Grain	—	3	2	1	6	—	1	1	2	—	2	2	4	—	3	5	4	12
Coal	1	12	12	3	27	1	6	4	11	4	17	12	33	4	22	35	19	76
Metallic Ores, &c.	—	—	—	1	1	1	—	1	2	1	—	2	3	—	2	—	4	6
Machinery, Wrought Iron, &c.	—	2	1	2	5	—	—	—	—	—	1	2	3	—	2	2	4	8
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	4	5	7	16	—	2	2	4	2	7	13	22	—	6	14	22	42
Salt, Soda, Potash, &c.	2	—	3	—	3	—	1	—	1	1	4	4	9	—	3	8	4	15
Guano, &c.	—	—	—	1	1	—	—	2	—	1	3	2	6	—	1	3	5	9
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	2	—	2	—	1	—	1	1	—	—	1	—	1	3	4	9
Sugar, Molasses, &c.	5	6	3	1	10	—	—	2	—	2	11	10	23	—	13	16	11	40
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	8	—	2	10	—	—	—	—	1	3	3	7	1	10	3	5	18
Cotton, Wool, &c.	—	—	—	1	1	—	—	1	1	—	—	1	1	—	—	3	3	3
Wine, Spirits, &c.	1	—	1	—	1	—	—	—	—	—	—	—	—	—	1	1	—	2
Fish, Oil, &c.	—	6	3	—	9	—	4	—	4	1	8	7	16	2	9	15	7	31
General	2	17	11	21	49	3	5	4	12	2	24	20	46	—	24	40	45	109
Explosive Oils	1	1	—	1	2	—	—	3	5	1	7	3	11	—	5	7	7	19
Various	—	10	5	3	18	2	—	2	4	4	8	2	14	—	16	13	7	36
Unknown	1	7	1	3	11	—	2	13	15	1	3	3	7	1	10	6	19	35
TOTAL	24	137	86	70	293	12	47	47	113	16	133	122	286	13	212	273	241	736

Note.—For the tonnage and cargoes of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea. see Table 21.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 21. **Cargoes and Tonnage. Total Losses only:—** Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	4	1,511	33	8,694	1	440	1	30	4	384	43	11,059
Timber	5	645	26	4,064	2	296	2	870	1	225	36	6,100
Grain	—	—	3	513	—	—	—	—	—	—	3	513
Coal	1	395	11	2,546	1	124	3	1,405	4	560	20	5,030
Metallic Ores, &c.	—	—	—	—	—	—	1	1,093	—	—	1	1,093
Machinery, Wrought Iron, &c.	—	—	2	364	—	—	—	—	—	—	2	364
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	4	1,343	—	—	2	483	—	—	6	1,831
Salt, Soda, Potash, &c.	2	288	—	—	—	—	1	168	—	—	3	456
Guano, &c.	—	—	—	—	—	—	1	1,056	—	—	1	1,056
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	5	745	6	1,086	—	—	2	521	—	—	13	2,352
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	7	296	—	—	1	89	1	40	9	425
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	1	26	—	—	—	—	—	—	—	—	1	26
Fish, Oil, &c.	—	—	6	308	—	—	1	182	2	364	9	854
General	2	183	13	1,605	2	1,209	2	1,645	—	—	19	4,642
Explosive Oils, &c.	1	361	1	7	2	2,615	1	1,528	—	—	5	4,511
Various	—	—	10	1,206	2	599	4	709	—	—	16	2,514
Unknown	1	144	6	887	—	—	—	—	1	59	8	1,090
TOTAL	22	4,298	128	22,924	10	5,283	22	9,779	13	1,632	195	43,916

(b.) Steam Vessels.

Ballast	2	74	1	109	—	—	—	—	—	—	3	183
Timber	—	—	1	131	—	—	1	31	—	—	2	162
Grain	—	—	—	—	—	—	—	—	—	—	—	—
Coal	—	—	1	177	—	—	1	497	—	—	2	674
Metallic Ores, &c.	—	—	—	—	1	195	—	—	—	—	1	195
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	1	103	—	—	1	103
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	1	477	—	—	—	—	—	—	1	477
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	4	1,374	1	112	—	—	—	—	5	1,486
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	1	293	—	—	—	—	—	—	2	303
Unknown	—	—	—	—	—	—	1	10	—	—	—	—
TOTAL	2	74	9	2,561	2	307	4	641	—	—	17	3,563

(c.) Total.

Ballast	6	1,585	34	8,803	1	440	1	30	4	384	46	11,242
Timber	5	645	27	4,195	2	296	3	901	1	225	38	6,263
Grain	—	—	3	513	—	—	—	—	—	—	3	513
Coal	1	395	12	2,723	1	124	4	1,902	4	560	22	5,704
Metallic Ores, &c.	—	—	—	—	1	195	1	1,093	—	—	2	1,288
Machinery, Wrought Iron, &c.	—	—	2	364	—	—	—	—	—	—	2	364
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	4	1,343	—	—	2	483	—	—	6	1,831
Salt, Soda, Potash, &c.	2	288	—	—	—	—	1	168	—	—	3	456
Guano, &c.	—	—	—	—	—	—	1	1,056	—	—	1	1,056
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	1	103	—	—	1	103
Sugar, Molasses, &c.	5	745	6	1,086	—	—	2	521	—	—	13	2,352
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	8	773	—	—	1	89	1	40	10	902
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	1	26	—	—	—	—	—	—	—	—	1	26
Fish, Oil, &c.	—	—	6	308	—	—	1	182	2	364	9	854
General	2	183	17	2,979	3	1,821	2	1,645	—	—	24	6,128
Explosive Oils, &c.	1	361	1	7	2	2,615	1	1,528	—	—	5	4,511
Various	—	—	10	1,206	2	599	4	709	—	—	16	2,514
Unknown	1	144	7	1,180	—	—	1	10	1	59	10	1,333
TOTAL	24	4,372	137	25,485	12	5,590	26	10,420	13	1,632	212	47,499

Note.—For the cargoes of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 20.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 22. **Tonnages**.—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons -	6	42	11	7	60	—	7	6	13	4	14	8	26	3	55	32	21	108
50 and under 100 tons -	1	36	13	9	58	2	5	8	15	1	15	16	32	5	45	33	33	111
100 " 200 "	8	23	12	13	48	2	13	4	19	5	20	18	43	1	39	45	35	119
200 " 300 "	3	8	6	6	20	1	5	2	8	3	9	17	29	4	19	20	25	64
300 " 400 "	3	2	6	1	9	—	4	5	9	3	11	10	24	—	8	21	16	45
400 " 500 "	—	4	6	1	11	1	1	1	3	—	5	4	9	—	5	12	6	23
500 " 600 "	—	5	3	1	9	1	2	2	5	1	5	4	10	—	7	10	7	24
600 " 700 "	—	1	—	1	2	—	—	—	—	—	7	5	12	—	1	7	6	14
700 " 800 "	—	1	2	1	4	—	3	4	7	—	5	3	8	—	1	10	8	19
800 " 1,000 "	1	1	3	3	7	—	2	1	3	—	11	11	22	—	2	16	15	33
1,000 " 1,200 "	—	3	2	4	9	2	—	4	6	3	15	9	27	—	8	17	17	42
1,200 " 1,500 "	—	1	1	3	5	1	—	2	3	—	7	4	11	—	2	8	9	19
1,500 " 2,000 "	—	1	2	1	4	—	—	—	—	2	1	2	5	—	3	3	3	9
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	22	128	67	51	246	10	42	39	91	22	125	111	258	13	195	234	201	650

(b.) **Steam Vessels.**

Under 50 tons -	2	—	2	3	5	—	1	—	1	2	2	2	6	—	4	5	5	14
50 and under 100 tons -	—	—	2	2	4	—	1	2	3	—	2	4	6	—	—	5	8	13
100 " 200 "	—	5	7	7	19	2	1	2	5	1	1	—	2	—	8	9	9	26
200 " 300 "	—	1	2	2	5	—	—	2	2	—	—	1	1	—	1	2	5	8
300 " 400 "	—	—	2	1	3	—	1	—	1	—	—	1	1	—	—	3	2	5
400 " 500 "	—	2	—	—	2	—	—	—	—	1	2	—	3	—	3	2	—	5
500 " 600 "	—	—	1	—	1	—	—	1	1	—	3	1	4	—	—	4	2	6
600 " 700 "	—	1	1	—	2	—	2	—	2	—	—	1	1	—	1	3	1	5
700 " 800 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 " 1,000 "	—	—	—	2	2	—	—	3	3	—	1	—	1	—	—	1	5	6
1,000 " 1,200 "	—	—	2	1	3	—	—	—	—	—	1	—	1	—	—	3	1	4
1,200 " 1,500 "	—	—	—	1	1	—	1	—	1	—	1	—	1	—	—	2	1	3
1,500 " 2,000 "	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	2	9	19	19	47	2	7	10	19	4	13	11	23	—	17	39	40	96

(c.) **Total.**

Under 50 tons -	8	42	13	10	65	—	8	6	14	6	16	10	32	3	59	37	26	122
50 and under 100 tons -	1	36	15	11	62	2	6	10	18	1	17	20	38	5	45	38	41	124
100 " 200 "	8	23	19	20	67	4	14	6	24	6	21	18	45	1	47	54	44	145
200 " 300 "	3	9	8	8	25	1	5	4	10	3	9	18	30	4	20	22	30	72
300 " 400 "	3	2	8	2	12	—	5	5	10	3	11	11	25	—	8	24	18	50
400 " 500 "	—	4	6	1	13	1	1	1	3	1	7	4	13	—	8	14	6	28
500 " 600 "	—	5	4	1	10	1	2	3	6	1	8	5	14	—	7	14	9	30
600 " 700 "	—	2	1	1	4	—	2	—	2	—	7	6	13	—	2	10	7	19
700 " 800 "	—	1	2	1	4	—	3	4	7	—	5	3	8	—	1	10	8	19
800 " 1,000 "	1	1	3	5	9	—	2	4	6	—	13	11	23	—	2	17	20	39
1,000 " 1,200 "	—	3	4	5	12	2	—	4	6	3	16	9	28	—	8	20	18	46
1,200 " 1,500 "	—	1	1	4	6	1	1	2	4	—	8	4	12	—	2	10	10	23
1,500 " 2,000 "	—	1	2	1	4	—	—	—	—	2	1	3	6	—	3	3	4	10
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	24	137	86	70	293	12	49	49	110	26	138	123	286	13	212	273	241	726

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 23. **Ages**.—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.		Total.			
Under 3 years -	—	5	6	2	13	—	2	2	4	—	5	6	11	4	9	13	10	32
3 and not exceeding 7 years	6	17	18	6	41	1	11	12	24	5	23	15	43	1	30	52	33	115
8 " " 10 "	3	16	8	8	32	—	6	2	10	5	13	15	33	—	28	27	25	78
11 " " 14 "	5	31	12	14	57	3	9	6	18	5	23	22	53	1	45	47	42	134
15 " " 20 "	3	27	10	6	43	2	6	9	17	3	31	23	57	2	37	47	38	122
21 " " 30 "	2	20	9	10	39	5	5	4	11	4	20	23	47	3	31	34	37	102
31 " " 40 "	3	7	3	2	13	—	—	1	3	—	4	2	6	2	12	9	5	26
41 " " 50 "	—	—	—	—	—	—	—	—	—	—	1	4	5	—	—	1	6	7
51 " " 60 "	—	2	1	1	4	—	1	—	1	—	1	1	2	—	2	3	2	7
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	3	—	—	3	—	—	3	3	—	1	—	1	—	3	1	3	7
TOTAL	22	128	67	51	246	10	42	39	91	23	125	111	253	13	195	234	201	630

(b.) **Steam Vessels.**

Under 3 years -	—	—	3	2	5	—	—	—	—	1	1	6	8	—	1	4	8	13
3 and not exceeding 7 years	—	2	8	8	18	—	2	6	8	1	4	1	6	—	3	14	15	32
8 " " 10 "	1	1	2	1	4	1	1	1	3	—	2	—	2	—	3	5	2	10
11 " " 14 "	—	3	2	2	7	1	—	—	1	1	1	2	5	—	1	7	4	12
15 " " 20 "	—	1	1	2	4	—	3	—	3	—	3	2	5	—	2	6	9	17
21 " " 30 "	1	1	3	4	8	—	1	3	4	—	2	2	4	—	2	6	9	17
31 " " 40 "	—	—	—	—	—	—	—	—	—	1	—	—	1	—	1	—	—	1
41 " " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 " " 60 "	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	9	19	19	47	2	7	10	19	4	13	11	28	—	17	39	40	96

(c.) **Total.**

Under 3 years -	—	5	9	4	18	—	2	2	4	1	6	12	19	4	10	17	18	45
3 and not exceeding 7 years	6	19	26	14	59	1	13	18	32	6	27	16	49	1	33	66	48	147
8 " " 10 "	4	17	10	9	36	3	7	3	13	5	15	15	35	—	29	32	27	88
11 " " 14 "	5	34	14	16	64	4	9	6	19	6	27	22	55	1	50	50	44	144
15 " " 20 "	3	28	11	8	47	2	9	9	20	3	34	25	62	2	38	54	42	134
21 " " 30 "	3	21	12	14	47	2	6	7	15	4	22	25	51	3	33	40	40	119
31 " " 40 "	3	7	3	2	12	—	2	1	3	1	4	2	7	2	13	9	5	27
41 " " 50 "	—	—	—	2	2	—	—	—	—	—	1	4	5	—	—	1	6	7
51 " " 60 "	—	3	1	1	5	—	1	—	1	—	1	1	2	—	3	3	2	8
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	3	—	—	3	—	—	3	3	—	1	—	1	—	3	1	3	7
TOTAL	24	137	86	70	293	12	49	49	110	26	138	122	286	13	212	273	241	726

Note.—For the tonnage and ages of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, see Table 24.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 24. Ages and Tonnage.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and the AGES of the Vessels when Lost.

(a.) Sailing Vessels.

Ages.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years	—	—	5	383	—	—	—	—	4	439	9	822
3 and not exceeding 7 years	6	702	17	3,091	1	1,422	5	3,350	1	54	30	8,619
8	3	390	16	3,618	2	1,171	5	654	—	—	26	5,833
11	5	1,907	31	7,768	3	1,089	5	2,562	1	85	45	13,361
15	3	561	27	4,205	2	386	3	1,424	2	86	37	6,602
21	2	380	20	2,156	2	1,325	4	1,789	3	458	31	6,108
31	3	358	7	919	—	—	—	—	2	510	12	1,787
41	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	2	224	—	—	—	—	—	—	2	224
61	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	3	560	—	—	—	—	—	—	3	560
TOTAL	22	4,298	128	22,924	10	5,283	22	9,779	13	1,632	195	43,916

(b.) Steam Vessels.

Under 3 years	—	—	—	—	—	—	1	103	—	—	1	103
3 and not exceeding 7 years	—	—	2	796	—	—	1	10	—	—	3	806
8	1	33	1	293	1	112	—	—	—	—	3	443
11	—	—	3	770	1	195	1	31	—	—	5	996
15	—	—	1	116	—	—	—	—	—	—	1	116
21	1	36	1	477	—	—	—	—	—	—	2	513
31	—	—	—	—	—	—	1	497	—	—	1	497
41	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	1	109	—	—	—	—	—	—	1	109
61	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	74	9	2,561	2	307	4	641	—	—	17	3,553

(c.) Total.

Under 3 years	—	—	5	383	—	—	1	103	4	439	10	925
3 and not exceeding 7 years	6	702	19	3,887	1	1,422	6	3,360	1	54	33	9,425
8	4	428	17	3,911	3	1,383	5	654	—	—	29	6,276
11	5	1,907	34	8,538	4	1,234	6	2,593	1	85	50	14,357
15	3	561	28	4,321	2	326	3	1,424	2	86	38	6,718
21	3	416	21	2,633	2	1,325	4	1,789	3	458	33	6,621
31	3	358	7	919	—	—	1	497	2	510	13	2,284
41	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	3	333	—	—	—	—	—	—	3	333
61	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	3	560	—	—	—	—	—	—	3	560
TOTAL	24	4,372	137	25,485	12	5,590	26	10,420	13	1,632	212	47,499

Note.—For the ages of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 23.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 25. **Iron, Steel, Composite, or Wood:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were constructed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature and Results of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering: (Total Losses)	—	—	—	—	—	—	22	4,298	22	4,298
Strandings:										
Total Losses	—	—	—	—	—	—	128	22,924	128	22,924
Serious Casualties	1	275	—	—	—	—	66	21,911	67	22,186
Minor Casualties	3	3,168	—	—	—	—	48	16,621	51	19,789
TOTAL	4	3,443	—	—	—	—	242	61,456	246	64,899
Collisions:										
Total Losses	—	—	—	—	—	—	10	5,283	10	5,283
Serious Casualties	2	1,876	—	—	—	—	40	8,738	42	10,614
Minor Casualties	—	—	—	—	—	—	39	16,248	39	16,248
TOTAL	2	1,876	—	—	—	—	89	30,269	91	32,145
Other Causes:										
Total Losses	—	—	—	—	—	—	22	9,779	22	9,779
Serious Casualties	3	2,706	—	—	2	1,817	120	57,322	125	61,845
Minor Casualties	2	2,112	—	—	—	—	109	48,314	111	50,426
TOTAL	5	4,818	—	—	2	1,817	251	115,415	258	122,050
Missing Vessels:	—	—	—	—	—	—	13	1,632	13	1,632
From all Causes:										
Total Losses	—	—	—	—	—	—	195	43,916	195	43,916
Serious Casualties	6	4,857	—	—	2	1,817	226	87,971	234	94,645
Minor Casualties	5	5,280	—	—	—	—	196	81,183	201	86,463
TOTAL	11	10,137	—	—	2	1,817	617	213,070	630	225,024

(b.) Steam Vessels.

Foundering: (Total Losses)	1	36	—	—	—	—	1	38	2	74
Strandings:										
Total Losses	5	1,395	1	633	1	293	2	240	9	2,561
Serious Casualties	13	4,205	3	1,472	—	—	3	357	19	6,034
Minor Casualties	12	4,175	2	1,703	—	—	5	617	19	6,495
TOTAL	30	9,775	6	3,808	1	293	10	1,214	47	15,090
Collisions:										
Total Losses	1	195	—	—	—	—	1	112	2	307
Serious Casualties	5	1,962	1	1,276	1	92	—	—	7	3,330
Minor Casualties	8	3,658	1	260	—	—	1	51	10	3,969
TOTAL	14	5,815	2	1,536	1	92	2	163	19	7,606
Other Causes:										
Total Losses	2	507	—	—	—	—	2	134	4	641
Serious Casualties	8	5,026	1	568	—	—	4	589	13	6,183
Minor Casualties	8	2,456	2	1,189	—	—	1	29	11	3,674
TOTAL	18	7,989	3	1,757	—	—	7	752	28	10,498
Missing Vessels:	—	—	—	—	—	—	—	—	—	—
From all Causes:										
Total Losses	9	2,133	1	633	1	293	6	524	17	3,583
Serious Casualties	26	11,193	5	3,316	1	92	7	946	39	15,547
Minor Casualties	28	10,289	5	3,152	—	—	7	697	40	14,138
TOTAL	63	23,615	11	7,101	2	385	20	2,167	96	33,268

(c.) Total.

Foundering: (Total Losses)	1	36	—	—	—	—	23	4,336	24	4,372
Strandings:										
Total Losses	5	1,395	1	633	1	293	130	23,164	137	25,485
Serious Casualties	14	4,430	3	1,472	—	—	69	22,268	86	28,230
Minor Casualties	15	7,343	2	1,703	—	—	53	17,238	70	26,284
TOTAL	34	13,219	6	3,808	1	293	252	62,670	293	79,989
Collisions:										
Total Losses	1	195	—	—	—	—	11	5,395	12	5,590
Serious Casualties	7	3,838	1	1,276	1	92	40	8,738	49	13,944
Minor Casualties	8	3,658	1	260	—	—	40	16,299	49	20,217
TOTAL	16	7,691	2	1,536	1	92	91	30,432	110	39,751
Other Causes:										
Total Losses	2	507	—	—	—	—	24	9,913	26	10,420
Serious Casualties	11	7,732	—	568	2	1,817	124	57,911	138	68,028
Minor Casualties	10	4,568	2	1,189	—	—	110	48,343	122	54,100
TOTAL	23	12,807	3	1,757	2	1,817	258	116,167	286	132,548
Missing Vessels:	—	—	—	—	—	—	13	1,632	13	1,632
From all Causes:										
Total Losses	9	2,133	1	633	1	293	301	44,440	312	47,499
Serious Casualties	32	16,050	5	3,316	3	1,909	233	89,017	273	110,192
Minor Casualties	33	15,569	5	3,152	—	—	203	81,880	241	100,601
TOTAL	74	33,752	11	7,101	4	2,202	637	215,237	726	258,292

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. **Causes:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.		Strandings.				Other Causes.				Missing Vessels.	Total.				
	Total Losses.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	
CLASS 1.																
Cases connected with Ships' Equipments or Stowage.																
Improper Stowage (excluding Spontaneous Combustion)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Overloading	—	—	—	—	—	—	1	—	1	—	—	1	—	1	—	
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	1	2	1	1	4	3	1	3	7	—	6	2	4	12	—	
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	1	2	1	1	4	3	2	3	8	—	6	3	4	13	—	
CLASS 2.																
Cases connected with Navigation and Seamanship.																
Error, &c. of Masters, Officers, or Crew	—	18	13	16	46	—	—	—	—	—	18	13	16	46	—	
Error, &c. of Pilots	—	2	2	2	6	—	—	—	—	—	2	2	2	6	—	
TOTAL	—	20	14	18	52	—	—	—	—	—	20	14	18	52	—	
CLASS 3.																
Cases connected with Machinery or Boilers.																
Breakdowns and Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
CLASS 4.																
Other Cases.																
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	1	1	—	2	—	1	1	—	2	—	
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Spontaneous Combustion of Coal	—	—	—	—	—	1	—	—	1	—	1	—	—	1	—	
Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fires, other than Spontaneous Combustion	—	—	—	—	—	5	3	—	8	—	5	3	—	8	—	
Inevitable Accident	—	10	7	12	29	—	3	2	5	—	10	10	14	34	—	
Want of Lights or Buoys on Coasts or Shoals	—	1	—	1	2	—	—	—	—	—	1	—	1	2	—	
Contact with Ice	—	—	—	—	—	3	1	—	4	—	3	1	—	4	—	
Striking on Floating or Sunken Wreck	—	—	—	—	—	—	1	—	1	—	—	1	—	1	—	
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	—	11	7	13	31	10	9	2	21	—	21	16	15	52	—	
CLASS 5.																
Unknown Cases	5	22	10	3	35	3	15	14	32	13	43	25	17	85	—	
CLASS 6.																
Cases not included in the previous columns (State of Weather, Sea, &c.).																
Gales, Hurricanes, &c.	16	47	21	8	76	6	95	88	139	—	69	116	96	281	—	
Heavy Seas	—	—	3	—	3	—	4	4	8	—	—	7	4	11	—	
Calms and Currents	—	12	3	7	22	—	—	—	—	—	12	3	7	22	—	
Fogs, &c.	—	14	8	1	23	—	—	—	—	—	14	8	1	23	—	
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	16	73	35	16	124	6	99	92	197	—	95	134	108	337	—	
GRAND TOTAL	32	128	67	51	246	22	125	111	258	13	135	192	162	539	—	

* For the causes of Collisions, see Part III., Table 61.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes—*continued.*

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Founders.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage (excluding Spontaneous Combustion)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	1	5	8	14	—	—	—	—	—	1	5	8	14
Error, &c. of Pilots	—	—	—	2	2	—	—	—	—	—	—	—	2	2
TOTAL	—	1	5	10	16	—	—	—	—	—	1	5	10	16
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	8	3	11	—	—	8	3	11	—
CLASS 4.														
Other Cases.														
Intentional Destruction, &c., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	1	—	1	—	—	1	—	1	—
Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires other than Spontaneous Combustion	—	—	—	—	—	3	1	1	5	—	3	1	1	5
Inevitable Accident	—	3	6	3	12	—	—	2	2	—	3	6	5	14
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Striking on Floating or Sunken Wreck	—	—	1	—	1	1	—	1	2	—	1	1	1	3
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	3	7	3	13	4	2	4	10	—	7	9	7	23
CLASS 5.														
Unknown Cases	1	1	4	3	8	—	—	—	—	—	2	4	3	9
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.)														
Gales, Hurricanes, &c.	1	1	—	1	2	—	3	4	7	—	2	3	5	10
Heavy Seas	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Calms and Currents	—	2	—	1	3	—	—	—	—	—	2	—	1	3
Fogs, &c.	—	1	3	—	4	—	—	—	—	—	1	3	—	4
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	4	3	3	10	—	3	4	7	—	5	6	7	18
GRAND TOTAL	2	9	19	19	47	4	13	11	28	—	15	32	30	77

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes---continued.

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage (excluding Spontaneous Combustion)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	1	2	1	1	4	3	1	3	7	—	6	2	4	12
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	2	1	1	4	3	2	3	8	—	6	3	4	13
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	19	17	24	60	—	—	—	—	—	19	17	24	60
Error, &c. of Pilots	—	2	2	4	8	—	—	—	—	—	2	2	4	8
TOTAL	—	21	19	28	68	—	—	—	—	—	21	19	28	68
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	8	3	11	—	—	8	3	11
CLASS 4.														
Other Cases.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	1	1	—	2	—	1	1	—	2
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	1	1	—	2	—	1	1	—	2
“ “ Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires, other than Spontaneous Combustion	—	—	—	—	—	8	4	1	13	—	8	4	1	13
Inevitable Accident	—	13	13	15	41	—	3	4	7	—	13	16	19	48
Want of Lights or Buoys on Coasts or Shoals	—	1	—	1	2	—	—	—	—	—	1	—	1	2
Contact with Ice	—	—	—	—	—	3	1	—	4	—	3	1	—	4
Striking on Floating or Sunken Wreck	—	—	1	—	1	1	1	1	3	—	1	2	1	4
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	14	14	16	44	14	11	6	31	—	28	25	22	75
CLASS 5.														
Unknown Cases	6	23	14	6	43	3	15	14	32	13	45	29	20	94
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	17	48	21	9	78	6	98	92	196	—	71	119	101	291
Heavy Seas	—	—	3	1	4	—	4	4	8	—	—	7	5	12
Calms and Currents	—	14	3	8	25	—	—	—	—	—	14	3	8	25
Fogs, &c.	—	15	11	1	27	—	—	—	—	—	15	11	1	27
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	17	77	38	19	134	6	102	96	204	—	100	140	115	355
GRAND TOTAL	24	137	86	70	293	26	138	122	286	13	200	224	192	616

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 27. **Localities.**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Founders. Losses.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland	—	—	1	6	7	—	1	2	3	—	2	2	4	—	—	2	3	5
North Foreland to St. Catherine's Point	—	—	—	—	—	—	1	3	4	—	—	—	—	—	—	15	9	24
St. Catherine's Point to Start Point	—	—	1	1	2	—	—	—	—	—	1	1	2	—	—	6	3	9
Start Point to Land's End	—	—	—	—	—	—	—	1	1	—	2	1	3	—	—	2	5	7
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	1	—	1
Hartland Point to St. David's Head	—	—	—	1	1	—	2	4	6	—	2	2	4	—	—	7	—	7
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	1	—	1	—	—	—	—	—	1	1	2	—	—	2	1	3
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	2	5	7	—	—	1	1	—	3	1	4	—	—	5	7	12
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	4	—	4	—	—	—	4	4
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	2	1	3	—	—	2	1	3
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1
Total on or near the Coasts of the United Kingdom	—	—	1	6	14	—	1	5	11	—	12	24	36	1	3	23	49	75
On or near the Coasts of British Possessions Abroad.	4	88	39	21	148	1	16	12	29	5	10	4	19	—	93	65	37	195
On or near the Coasts of Foreign Countries In Oceans and Seas	—	43	21	16	80	1	10	9	20	5	3	3	11	—	49	34	28	111
	18	1	1	—	2	7	11	7	25	12	100	80	192	12	50	112	87	249
Total Abroad	22	127	61	37	225	9	37	28	74	22	113	87	222	12	192	211	152	555
GRAND TOTAL	22	128	67	51	246	10	42	39	91	22	125	111	258	13	195	234	201	630

(b.) **Steam Vessels.**

Fern Islands to Flamborough Head	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End	—	—	—	—	—	—	—	—	—	—	—	3	3	—	—	—	3	3
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	—	—	—	—	—	—	—	—	—	3	3	—	—	—	—	3	3
On or near the Coasts of British Possessions Abroad.	2	8	14	16	38	—	3	8	11	3	6	1	10	—	13	23	25	61
On or near the Coasts of Foreign Countries In Oceans and Seas	—	1	4	2	7	2	2	1	5	—	1	2	3	—	1	7	5	13
	—	—	1	1	2	2	2	1	5	1	6	5	12	—	3	9	7	19
Total Abroad	2	9	19	19	47	2	7	10	19	4	13	8	25	—	17	39	37	93
GRAND TOTAL	2	9	19	19	47	2	7	10	19	4	13	11	28	—	17	39	40	96

(c.) **Total.**

Fern Islands to Flamborough Head	—	—	—	1	1	—	—	—	—	—	2	2	4	—	—	2	3	5
Flamborough Head to North Foreland	—	1	1	6	8	—	—	—	—	—	7	7	14	—	—	15	15	30
North Foreland to St. Catherine's Point	—	—	—	—	—	1	1	3	5	—	3	4	7	—	1	6	9	24
St. Catherine's Point to Start Point	—	—	1	1	2	—	—	—	—	—	2	3	5	—	—	3	5	8
Start Point to Land's End	—	—	—	—	—	—	—	1	1	—	2	4	6	—	—	3	5	8
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	1	—	1
Hartland Point to St. David's Head	—	—	—	1	1	—	2	4	6	—	2	2	4	—	—	2	7	9
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	1	—	1	—	—	—	—	—	1	1	2	—	—	2	1	3
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	2	5	7	—	—	1	1	—	3	1	4	—	—	5	7	12
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	4	—	4	—	—	—	4	4
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	2	1	3	—	—	2	1	3
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1
Total on or near the Coasts of the United Kingdom	—	1	6	14	21	1	5	11	17	—	12	27	39	1	3	23	52	78
On or near the Coasts of British Possessions Abroad.	6	91	53	37	181	1	19	20	40	8	16	5	29	—	106	88	62	256
On or near the Coasts of Foreign Countries In Oceans and Seas	—	44	25	18	87	1	12	10	23	5	4	5	14	—	50	41	33	124
	18	1	2	1	4	9	13	8	30	13	106	85	204	12	53	121	94	268
Total Abroad	24	136	80	56	272	11	44	38	93	26	126	95	247	12	209	250	189	648
GRAND TOTAL	24	137	86	70	293	12	49	49	110	26	138	122	286	13	212	273	241	726

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 28. Classification.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and whether the Vessels were **CLASSED*** or **UNCLASSED*.**

Nature of the Casualties.	*Classed Vessels.		*Unclassed Vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.						
Foundering	3	1,410	19	2,888	22	4,298
Strandings	10	7,056	118	15,868	128	22,924
Collisions	5	4,662	6	621	10	5,283
Other Causes	4	4,595	18	5,184	22	9,779
Missing Vessels	1	266	12	1,366	13	1,632
TOTAL	23	17,989	172	25,927	195	43,916
(b.) Steam Vessels.						
Foundering	—	—	2	74	2	74
Strandings	2	639	7	1,922	9	2,561
Collisions	1	195	1	112	2	307
Other Causes	—	—	4	641	4	641
Missing Vessels	—	—	—	—	—	—
TOTAL	3	834	14	2,749	17	3,583
(c.) Total.						
Foundering	3	1,410	21	2,962	24	4,372
Strandings	12	7,696	125	17,790	137	25,486
Collisions	6	4,857	6	733	12	5,590
Other Causes	4	4,595	22	5,825	26	10,420
Missing Vessels	1	266	12	1,366	13	1,632
TOTAL	26	18,823	186	28,676	212	47,409

* Classed Vessels comprise those classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably contains a number of Vessels classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 29. Seamen and Passengers Lost.—Totals:—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from the Lives Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	3	785	5	—	5	1	—	—	—	—	3	785	5	—	5
Strandings	10	4,097	39	3	42	2	163	2	—	2	11	4,260	41	3	44
Collisions	1	1,422	1	—	1	2	307	8	8	13	3	1,729	9	8	17
Other Causes	5	2,476	12	—	12	—	—	—	—	—	5	2,476	12	—	12
Missing Vessels	13	1,632	78	—	78	—	—	—	—	—	13	1,632	78	—	78
TOTAL	32	10,412	135	3	138	3	470	10*	8	18	35	10,882	145*	11	156
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	121	3	—	3	—	—	—	—	—	1	121	3	—	3
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	11	7,250	13	—	13	1	460	4	—	4	12	7,710	17	—	17
TOTAL	12	7,371	16	—	16	1	460	4	—	4	13	7,831	20	—	20
(c.) Total.															
Foundering	3	785	5	—	5	—	—	—	—	—	3	785	5	—	5
Strandings	11	4,218	42	3	45	1	163	2	—	2	12	4,381	44	3	47
Collisions	1	1,422	1	—	1	2	307	8	8	16	3	1,729	9	8	17
Other Causes	16	9,726	25	—	25	1	460	4	—	4	17	10,186	29	—	29
Missing Vessels	13	1,632	78	—	78	—	—	—	—	—	13	1,632	78	—	78
TOTAL	44	17,783	151	3	154	4	930	14*	8	22	48	18,713	165*	11	176

* Includes 6 Asiatics.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 30. **Seamen Lost.—Cargoes.**—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.											
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.													
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.									
Ballast	1	2	4	19	—	—	4	19	—	—	—	—	—	—	—	4	21	9	42	—	—	9	42				
Timber	—	—	—	—	1	3	1	3	—	—	—	—	—	—	2	3	2	3	1	8	1	8	3	6	4	14	
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	4	26	4	26	3	3	7	29	
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	1	12	—	—	1	12	—	—	—	—	—	1	1	1	1	2	2	—	2	13	1	1	3	14	
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	1	1	—	—	1	1	1	
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Potatoes, Fruit, &c.	—	—	1	3	—	—	1	3	—	—	—	—	—	1	6	—	—	1	6	1	4	3	13	—	—	3	13
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	1	2	—	—	1	2	2	
Wine, Spirits, &c.	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	1	
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2	2	14	3	16	—	—	3	16	16	
General	—	—	—	—	—	—	—	—	—	—	—	—	3	4	3	4	—	—	—	—	3	4	3	4	3	4	
Explosive Oils	1	2	—	—	—	—	—	1	1	—	—	1	1	—	—	—	—	—	—	2	3	—	—	2	3	3	
Various	—	—	2	5	—	—	2	5	—	—	—	—	—	—	—	—	—	—	—	2	5	—	—	2	5	5	
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	1	5	1	5	2	2	3	7	7	7	
TOTAL	3	5	8	39	1	3	9	42	1	1	—	1	1	5	12	11	13	16	25	13	78	30	135	12	16	42	151

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 30. Seamen Lost.—Cargoes—continued.

(b.) Lives Lost in Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.				Collisions.			Other Causes.			Total.								
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Missing.		Total Losses.	Partial Losses.	Total.					
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.					
Ballast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Timber	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Grain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Coal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Metallic Ores, &c.	-	-	-	-	-	1	8	-	1	8	-	-	-	1	8	1	8				
Machinery, Wrought Iron, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Salt, Soda, Potash, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Guano, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Dung &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Hay, Straw, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Sugar, Molasses, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Tea, Coffee, Spices, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Potatoes, Fruit, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Cotton, Wool, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Wine, Spirits, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Fish, Oil, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
General	-	-	1	2	-	1	2	-	-	-	1	4	1	4	-	1	2	1	4	2	6
Explosive Oils	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Various	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	1	2	-	1	2	1	8	-	1	8	-	-	2	10	1	4	3	14	14

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 30. Seamen Lost.—Cargoes—continued.

(c.) Total.—Lives Lost in Sailing and Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.				Collisions.				Other Causes.				Missing		Total.											
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Vessels.	Total Losses.		Partial Losses.	Total.									
	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.									
	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.									
Ballast	1	2	4	19	—	—	4	19	—	—	—	—	—	—	4	21	9	42	—	9	42							
Timber	—	—	—	—	1	3	1	3	—	—	—	—	—	2	3	2	3	1	8	3	6	4	14					
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Coal	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	4	26	4	26	3	3	7	29				
Metallic Ores, &c.	—	—	—	—	—	—	1	8	—	—	1	8	—	—	—	—	1	8	—	—	1	8	—	8				
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	1	12	—	—	1	12	—	—	—	—	1	1	1	1	2	2	—	—	2	13	1	1	3	14		
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	1	1	—	—	1	1		
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Potatoes, Fruit, &c.	—	—	1	3	—	—	1	3	—	—	—	—	1	6	—	—	1	6	1	4	3	13	—	—	3	13		
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	1	2	—	—	1	2		
Wine, Spirits, &c.	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1		
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2	2	14	3	16	—	—	3	16		
General	—	—	1	2	—	—	1	2	—	—	—	—	—	4	8	4	8	—	—	1	2	4	8	5	10	10		
Explosive Oils	1	2	—	—	—	—	1	1	—	—	1	1	—	—	—	—	—	—	2	3	—	—	—	—	2	3		
Various	—	—	2	5	—	—	2	5	—	—	—	—	—	—	—	—	—	—	2	5	—	—	—	—	2	5		
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	1	5	1	5	2	2	3	7	7		
TOTAL	3	5	9	41	1	3	10	44	2	9	—	—	2	9	5	12	12	17	17	29	13	78	32	145	13	20	45	165

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 31. **Seamen Lost.—Tonnages:—**Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Founders.		Strandings.				Collisions.			Other Causes.			Missing.		Total.		
	Total Losses.		Total Losses.	Partial Losses.		Total.	Total Losses.	Partial Losses.		Total Losses.	Partial Losses.		Vessels.	Total Losses.	Partial Losses.	Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	
Under 50 tons	1	1	3	2			3	2					3	1	2	8	22
50 tons & under 100			1	1									5	25	7	30	33
100 "		200											6	4	4	6	15
200 "		300			1								3	4	5	7	17
300 "		400															1
400 "		500															1
500 "		600															1
600 "		700															1
700 "		800															1
800 "		1,000															1
1,000 "		1,200	2	13			13										13
1,200 "		1,500							1	1					2	13	3
1,500 "		2,000	1	14			14								2	16	18
2,000 "		2,500													1	1	1
2,500 "		3,000															1
3,000 tons and above																	1
TOTAL	3	5	8	39	1	3	9	42	1	1	5	12	11	13	16	25	151

(b.) **Lives Lost in Steam Vessels.**

Under 50 tons	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
50 tons & under 100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100 " "	-	-	1	2	-	-	1	2	-	-	1	8	-	-	1	8	-	-	-
200 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	10	-
300 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
400 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
500 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
600 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
700 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
800 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,000 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,200 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,300 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,500 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2,000 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2,500 " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,000 tons and above	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	1	2	-	-	1	2	-	-	1	8	-	-	1	8	-	2	10

(c.) Total.

Under 50 tons	1	1	3	8	—	—	3	8	—	—	—	—	—	1	2	1	2	3	11	7	20	1	2	8	23			
50 tons & under 100	—	—	2	4	—	—	1	3	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
100 " " 200	—	—	1	2	1	3	3	8	1	8	—	—	—	1	8	2	—	—	—	—	—	—	—	—	—			
200 " " 300	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
300 " " 400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
400 " " 500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
500 " " 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
600 " " 700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
700 " " 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
800 " " 1,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
1,000 " " 1,200	—	—	2	13	—	—	2	13	—	—	—	—	—	—	—	—	—	—	—	2	13	—	—	2	13			
1,200 " " 1,500	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
1,500 " " 2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
2,000 " " 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
2,500 " " 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
TOTAL	3	5	9	41	1	3	10	44	2	9	—	—	2	9	5	12	12	17	17	29	13	78	32	145	13	90	46	165

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 32. **Seamen Lost.—Ages of the Vessels:—** Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Ages of the Vessels when the Lives were Lost.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Foundering.		Strandings.				Collisions.				Other Causes.				Missing		Total.			
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.	Vessels.		Total Losses.	Partial Losses.	Total.		
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.		
Under 3 years	—	—	—	—	1	3	1	3	—	—	—	—	—	—	4	23	4	23	5	26
3 and not exceeding 7 years	1	1	1	3	—	—	1	3	1	1	—	—	—	—	1	4	3	3	11	22
8	—	10	—	12	—	—	1	12	—	—	—	—	—	—	—	8	1	12	3	14
11	—	14	—	17	—	—	3	17	—	—	—	—	—	—	1	6	3	3	7	30
15	—	20	—	23	—	—	3	23	—	—	—	—	—	—	2	12	2	2	5	17
21	—	30	—	—	—	—	—	—	—	—	—	—	—	—	3	20	1	1	5	23
31	—	40	—	—	—	—	—	—	—	—	—	—	—	—	2	18	2	2	5	19
41	—	50	—	—	—	—	—	—	—	—	—	—	—	—	2	18	1	1	3	—
51	—	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61	—	70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	3	5	8	39	1	3	9	42	1	1	—	—	1	1	5	12	11	13	16	151

(b.) **Lives Lost in Steam Vessels.**

Under 3 years	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3 and not ex- ceeding 7 years	—	—	1 2	—	—	1 2	—	—	—	—	—	—	—	1 2	—	1 2	—
8 " 10 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11 " 14 "	—	—	—	—	—	—	1 8	—	—	—	—	—	—	1 8	—	1 8	—
15 " 20 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21 " 30 "	—	—	—	—	—	—	—	—	1 4	1 4	—	—	—	—	—	—	—
31 " 40 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	—	1 2	—	—	1 2	1 8	—	—	1 4	1 4	—	→	2 10	1 4	3 14	—

(c.) **Total.**

Under 3 years	—	—	—	—	1 3	1 3	—	—	—	—	—	—	—	4 23	4 23	1 3	5 26
3 and not ex- ceeding 7 years	1 1	1 3	2 5	—	2 5	1 1	1 1	—	1 1	4 10	3 3	7 13	1 4	9 21	3 3	12 24	
8 " 10 "	—	—	1 12	—	1 12	—	—	—	2 2	2 2	2 2	—	—	1 12	2 2	3 14	
11 " 14 "	2 4	3 17	—	—	1 17	1 8	—	—	2 2	2 2	3 7	1 6	7 35	2 2	3 9	14 38	
15 " 20 "	—	3 3	—	—	3 3	7 7	—	—	1 1	1 1	2 3	2 3	7 35	1 1	1 7	17 38	
21 " 30 "	—	—	—	—	—	—	—	—	3 3	3 7	3 7	20 3	20 3	3 7	6 27	27 38	
31 " 40 "	—	—	—	—	—	—	—	—	1 1	1 1	1 1	2 2	18 2	1 1	3 19	—	
41 " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
51 " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
61 " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
71 " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
81 " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
91 " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	3 5	8 39	1 3	9 41	1 3	10 44	2 9	—	2 9	5 12	12 17	17 29	13 78	32 145	13 20	45 165	

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 33. Seamen Lost.—Localities:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties, which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundering.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.														
	Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.		Total.														
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.												
(a.) Lives Lost in Sailing Vessels.																												
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	1	1	—	—	1	1	—	—	3	3	3	3	1	4	2.	5	3	3	5	8		
On or near the Coasts of British Possessions Abroad.	—	—	5	12	—	—	5	12	—	—	—	—	—	—	1	2	1	2	—	—	5	12	1	2	6	14		
On or near the Coasts of Foreign Countries.	—	—	3	27	1	3	4	30	—	—	—	—	—	—	—	—	—	—	—	—	3	27	1	3	4	30		
In Oceans and Seas	3	5	—	—	—	—	—	—	—	—	—	5	12	7	8	12	20	12	74	20	91	7	8	27	99			
TOTAL	3	5	8	39	1	3	9	42	1	1	—	—	1	1	5	12	11	13	16	25	13	78	30	135	12	16	42	151
(b.) Lives Lost in Steam Vessels.																												
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
On or near the Coasts of British Possessions Abroad.	—	—	1	2	—	—	1	2	—	—	—	—	—	—	1	4	1	4	—	—	1	2	1	4	2	6		
On or near the Coasts of Foreign Countries.	—	—	—	—	—	—	—	—	1	8	—	—	1	8	—	—	—	—	—	—	1	8	—	—	1	8		
In Oceans and Seas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
TOTAL	—	—	1	2	—	—	1	2	1	8	—	—	1	8	—	—	1	4	1	4	—	2	10	1	4	3	14	
(c.) Total.																												
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	3	3	3	3	1	4	2	5	3	3	5	8	
On or near the Coasts of British Possessions Abroad.	—	—	6	14	—	—	6	14	—	—	—	—	—	—	2	6	2	6	—	—	6	14	2	6	8	20		
On or near the Coasts of Foreign Countries.	—	—	3	27	1	3	4	30	1	8	—	—	1	8	—	—	—	—	—	—	4	35	1	3	5	38		
In Oceans and Seas	3	5	—	—	—	—	—	—	—	—	—	5	12	7	8	12	20	12	74	20	91	7	8	27	99			
TOTAL	3	5	9	41	1	3	10	44	2	9	—	—	2	9	5	12	12	17	17	29	13	78	32	145	13	20	45	165

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 34. **Seamen and Passengers Lost.**—Classification:—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further, distinguishing the Lives Lost in CLASSED* Vessels from those Lost in UNCLASSED* Vessels.

(a.) **Lives Lost in Vessels Totally Lost.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Pas- sengers.	Total.		Crew.	Pas- sengers.	Total.		Crew.	Pas- sengers.	Total.
(1.) LIVES LOST IN SAILING VESSELS.												
Foundering	—	—	—	—	3	5	—	5	3	5	—	5
Strandings	2	26	—	26	8	13	3	16	10	39	3	42
Collisions	1	1	—	1	—	—	—	—	1	1	—	1
Other Causes	2	3	—	3	3	9	—	9	5	12	—	12
Missing Vessels	1	8	—	8	12	70	—	70	13	78	—	78
TOTAL	6	38	—	38	26	97	3	100	32	135	3	138
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering	—	—	—	—	1	2	—	2	1	2	—	2
Strandings	—	—	—	—	1	—	—	—	—	—	—	—
Collisions	1	8	6	14	1	2	2	2	2	8	8	16
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	8	6	14	2	2	2	4	3	10	8	18
(3.) LIVES LOST IN SAILING AND STEAM VESSELS.												
Foundering	—	—	—	—	3	5	—	5	3	5	—	5
Strandings	2	26	—	26	9	15	3	18	11	41	3	44
Collisions	2	9	6	15	1	—	2	2	8	9	8	17
Other Causes	2	3	—	3	3	9	—	9	5	12	—	12
Missing Vessels	1	8	—	8	12	70	—	70	13	78	—	78
TOTAL	7	46	6	52	28	99	5	104	35	145	11	156

(b.) **Lives Lost in Vessels Partially Lost.**

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings	—	—	—	—	1	3	—	3	1	3	—	3
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	7	8	—	8	4	5	—	5	11	13	—	13
TOTAL	7	8	—	8	5	8	—	8	12	16	—	16
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	1	4	—	4	1	4	—	4
TOTAL	—	—	—	—	1	4	—	4	1	4	—	4
(3.) LIVES LOST IN SAILING AND STEAM VESSELS.												
Strandings	—	—	—	—	1	3	—	3	1	3	—	3
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	7	8	—	8	5	9	—	9	12	17	—	17
TOTAL	7	8	—	8	6	12	—	12	13	20	—	20

(c.) **Total.**

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering	—	—	—	—	3	5	—	5	3	5	—	5
Strandings	2	26	—	26	9	16	3	19	11	42	3	45
Collisions	1	1	—	1	—	—	—	—	1	1	—	1
Other Causes	9	11	—	11	7	14	—	14	10	25	—	25
Missing Vessels	1	8	—	8	12	70	—	70	13	78	—	78
TOTAL	13	46	—	46	31	105	3	108	44	151	3	154
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering	—	—	—	—	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	1	2	—	2	1	2	—	2
Collisions	1	8	6	14	1	2	2	2	2	8	8	16
Other Causes	—	—	—	—	1	4	—	4	1	4	—	4
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	8	6	14	3	6	2	8	4	14	8	22
(3.) LIVES LOST IN SAILING AND STEAM VESSELS.												
Foundering	—	—	—	—	3	5	—	5	3	5	—	5
Strandings	2	26	—	26	10	18	3	21	12	44	3	47
Collisions	2	9	6	15	1	2	2	2	3	9	8	17
Other Causes	9	11	—	11	8	18	—	18	17	29	—	29
Missing Vessels	1	8	—	8	12	70	—	70	13	78	—	78
TOTAL	14	54	6	60	34	111	5	116	48	165	11	176

* By classed Vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The 'unclassified' division probably includes a number of Vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in British Possessions Abroad.

TABLE 35. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from:—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1888–9;
 (2.) Accidents other than Wreck reported during 1888–9;
 (3.) Disease, Murder, Suicide, &c. reported during 1888–9;
 distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas-sengers.	Crew.		Pas-sengers.	Crew.		Pas-sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of and Casualties to the Vessels.—(See Tables 29 to 34.)	151	—	3	8	6	8	159	6	11
Accidents other than Wreck or Casualty.	106	—	—	1	2	—	107	2	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	57	2	2	5	6	14	62	8	16
TOTAL - - -	314	2	5	14	14	22	328	16	27

Note.—Lascars lost in Rivers and Harbours other than by Wreck or Casualty cannot be shown separately, and are therefore included in the Tables of Lives Lost at Sea.

Sea Casualties to British registered Merchant Vessels.

TABLE 36. Summary:—Statement showing the Number and Tonnage of Vessels registered in the **United Kingdom and British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred, on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 19.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	59	13,550	—	—	—	—	59	13,550
Strandings	261	70,698	210	54,418	352	102,309	823	227,425
Collisions	38	19,272	194	61,856	386	96,947	618	178,075
Other Causes	39	21,375	401	223,809	863	391,333	1,303	636,517
Missing Vessels	42	16,149	—	—	—	—	42	16,149
TOTAL	439	141,044	805	340,083	1,601	590,589	2,845	1,071,716
(b.) Steam Vessels.								
Foundering	16	11,016	—	—	—	—	16	11,016
Strandings	68	43,460	286	216,118	436	363,809	790	623,387
Collisions	31	22,826	198	164,415	446	320,098	675	507,339
Other Causes	11	2,965	557	482,313	621	529,529	1,189	1,014,807
Missing Vessels	5	3,853	—	—	—	—	5	3,853
TOTAL	131	84,120	1,041	862,846	1,503	1,213,436	2,675	2,160,402
(c.) Total.								
Foundering	75	24,566	—	—	—	—	75	24,566
Strandings	329	114,158	496	270,536	788	466,118	1,613	850,812
Collisions	69	42,098	392	226,271	832	417,045	1,293	685,414
Other Causes	50	24,340	958	706,122	1,484	920,862	2,492	1,651,324
Missing Vessels	47	20,002	—	—	—	—	47	20,002
TOTAL	570	225,164	1,846	1,202,929	3,104	1,804,025	5,520	3,232,118

Lives Lost by Sea Casualties to British registered Merchant Vessels.

TABLE 37. Seamen and Passengers Lost.—Summary:—Statement showing the Number of LIVES LOST IN Vessels registered in the United Kingdom and British Possessions Abroad, under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12 and 29.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering -	7	3,421	16	—	16	4	5,146	27	—	27	11	8,567	43	—	43
Strandings -	29	16,227	127	22	149	8	5,485	68	4	72	37	21,712	195	26	221
Collisions -	10	6,783	53	4	57	13	12,588	164	12	176	23	19,371	217	16	233
Other Causes -	5	2,476	12	—	12	1	1,384	1	—	1	6	3,860	13	—	13
Missing Vessels	42	16,149	405	45	450	5	3,853	136	708	844	47	20,002	541	753	1,294
TOTAL	93	45,056	613	71	684	31	28,456	396	724	1,120	124	73,512	1,009	795	1,804
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	4	386	7	—	7	2	3,397	3	1	4	6	3,783	10	1	11
Collisions -	3	2,318	4	—	4	3	3,280	2	1	3	6	5,598	6	1	7
Other Causes -	43	38,101	53	—	53	19	21,906	31	7	38	62	60,007	84	7	91
TOTAL	50	40,805	64	—	64	24	28,583	36	9	45	74	69,388	100	9	109
(c.) Total.															
Foundering -	7	3,421	16	—	16	4	5,146	27	—	27	11	8,567	43	—	43
Strandings -	33	16,613	134	22	156	10	8,882	71	5	76	43	25,495	205	27	232
Collisions -	13	9,101	57	4	61	16	15,868	166	13	179	29	24,969	223	17	240
Other Causes -	48	40,577	65	—	65	20	23,290	32	7	39	68	63,867	97	7	104
Missing Vessels	42	16,149	405	45	450	5	3,853	136	708	844	47	20,002	541	753	1,294
TOTAL	143	85,861	677	71	748	55	57,039	432	733	1,165	198	142,900	1,109	804	1,913

Deaths at Sea from all Causes in British registered Merchant Vessels.

TABLE 38. Deaths at Sea from all Causes. Summary :—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels), arising from :—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1888–9 ;
(2.) Accidents other than Wrecks reported during 1888–9 ;
(3.) Disease, Murder, Suicide, &c., reported during 1888–9 ;
distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

(Totals of Tables 18 and 35.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas-sengers.	Crew.		Pas-sengers.	Crew.		Pas-sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of and Casualties to the Vessels.	677	—	71	360	72	733	1,037	72	804
Accidents other than Wreck or Casualty.	438	1	2	155	13	28	593	14	30
Disease, Murder, Homicide, Suicide, and Unknown Causes.	266	7	227	223	142	611	489	149	838
TOTAL - - - - -	1,381	8	300	738	227	1,372	2,119	235	1,672

Note.—Lascars lost in Rivers and Harbours other than by Wreck or Casualty cannot be shown separately, and are therefore included in the Tables of Lives Lost at Sea.

PART III.

MISCELLANEOUS TABLES and SUMMARIES.

Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 39. **Totals :—**Statement showing the Number and Tonnage of **Unregistered Vessels belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering -	8	235	—	—	—	—	8	235
Strandings -	—	1,289	8	171	10	240	23	1,700
Collisions -	5	114	4	367	39	7,550	48	8,031
Other Causes -	2	25	15	463	9	149	26	637
Missing Vessels -	—	—	—	—	—	—	—	—
TOTAL -	20	1,663	27	1,001	58	7,989	105	10,603
(b.) Steam Vessels.								
Foundering -	1	10	—	—	—	—	1	10
Strandings -	1	20	1	9,290	4	1,528	6	10,838
Collisions -	—	—	3	6,468	37	25,263	40	31,671
Other Causes -	—	—	9	829	4	30	13	859
Missing Vessels -	—	—	—	—	—	—	—	—
TOTAL -	2	30	13	16,587	45	26,761	60	43,378
(c.) Total.								
Foundering -	9	245	—	—	—	—	9	245
Strandings -	6	1,309	9	9,461	14	1,768	29	12,538
Collisions -	5	114	7	6,835	76	32,753	88	39,702
Other Causes -	2	25	24	1,232	13	179	39	1,496
Missing Vessels -	—	—	—	—	—	—	—	—
TOTAL -	22	1,693	40	17,588	103	34,700	165	53,981

Note.—Vessels of the Royal Navy and British Vessels not identified are included in this table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 40. **Seamen and Passengers Lost :—**Statement showing the Number of **LIVES LOST** in **Unregistered Vessels belonging to the United Kingdom** (exclusive of Lives Lost in Yachts and Fishing Vessels) **by Sea Casualties** which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from the Lives Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering -	2	5	3	—	3	—	—	—	—	—	2	5	3	—	3
Strandings -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions -	3	18	5	—	5	—	—	—	—	—	3	18	5	—	5
Other Causes -	1	10	1	—	1	—	—	—	—	—	1	10	1	—	1
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	6	33	9	—	9	—	—	—	—	—	6	33	9	—	9
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	2	31	4	1	5	—	—	—	—	—	2	31	4	1	5
Collisions -	1	1	1	—	1	—	—	—	—	—	1	1	1	—	1
Other Causes -	5	13	5	1	6	—	—	—	—	—	5	13	5	1	6
TOTAL -	8	45	10	2	12	—	—	—	—	—	8	45	10	2	12
(c.) Total.															
Foundering -	2	5	3	—	3	—	—	—	—	—	2	5	3	—	3
Strandings -	2	31	4	1	5	—	—	—	—	—	2	31	4	1	5
Collisions -	4	19	6	—	6	—	—	—	—	—	4	19	6	—	6
Other Causes -	6	23	6	1	7	—	—	—	—	—	6	23	6	1	7
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	14	78	19	2	21	—	—	—	—	—	14	78	19	2	21

Note.—Lives lost in Vessels of the Royal Navy and in British Vessels not identified are included in this table.

Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 41. Totals:—Statement showing the Number and Tonnage of Unregistered Vessels belonging to British Possessions Abroad (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	3	711	—	—	—	—	3	711
Strandings	9	346	5	89	2	177	14	612
Collisions	3	18	1	1	4	690	8	679
Other Causes	—	—	4	27	4	1,810	8	1,837
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	15	1,075	8	117	10	2,647	33	3,839
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	2	440	1	58	3	498
Collisions	—	—	—	—	1	425	1	425
Other Causes	—	—	2	1,088	—	—	2	1,088
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	—	—	4	1,528	2	483	6	2,011
(c.) Total.								
Foundering	3	711	—	—	—	—	3	711
Strandings	9	346	5	529	3	235	17	1,110
Collisions	3	18	1	1	5	1,085	9	1,104
Other Causes	—	—	6	1,115	4	1,810	10	2,925
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	15	1,075	12	1,645	12	3,130	39	5,850

Note.—Government Vessels and unidentified Vessels belonging to British Possessions Abroad are included in this table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 42. Seamen and Passengers Lost:—Statement showing the Number of LIVES LOST in Unregistered Vessels belonging to British Possessions Abroad (exclusive of Lives Lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
			No.	Tonnage.	Crew.			Pas- sengers.	Total.	No.			Tonnage.	Crew.	Pas- sengers.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	1	6	2	—	2	—	—	—	—	—	1	6	2	—	2
Strandings	1	20	3	—	3	—	—	—	—	—	1	20	3	—	3
Collisions	1	2	3	—	3	—	—	—	—	—	2	2	8	—	3
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	3	28	8	—	8	—	—	—	—	—	3	28	8	—	8
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	1	1	—	1	—	—	—	—	—	1	1	1	—	1
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	1	1	—	1	—	—	—	—	—	1	1	1	—	1
(c.) Total.															
Foundering	1	6	2	—	2	—	—	—	—	—	1	6	2	—	2
Strandings	1	20	3	—	3	—	—	—	—	—	1	20	3	—	3
Collisions	2	3	4	—	4	—	—	—	—	—	3	3	9	—	4
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	29	9	—	9	—	—	—	—	—	4	29	9	—	9

Note.—Lives lost in Government Vessels and in unidentified Vessels belonging to British Possessions Abroad are included in this table.

Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 43. Totals:—Statement showing the Number and Tonnage of **Yachts and Pleasure Boats** (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	3	7	—	—	—	—	3	7
Strandings	5	69	6	151	17	546	28	766
Collisions	—	—	12	608	4	189	16	797
Other Causes	1	1	8	118	9	305	18	424
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	9	77	26	877	30	1,040	65	1,994
(b.) Steam Vessels.								
Foundering	1	8	—	—	—	—	1	8
Strandings	—	—	3	103	4	638	7	741
Collisions	—	—	2	189	5	355	7	544
Other Causes	—	—	11	673	4	138	15	811
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	1	8	16	965	13	1,131	30	2,104
(c.) Total.								
Foundering	4	15	—	—	—	—	4	15
Strandings	5	69	9	254	21	1,184	35	1,507
Collisions	—	—	14	797	9	544	23	1,341
Other Causes	1	1	19	791	13	443	33	1,235
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	10	85	42	1,842	43	2,171	95	4,098

Note.—Only two casualties were reported during the Year 1888-9 as having occurred to Yachts belonging to British Possessions Abroad. One was a total loss through Foundering of a Sailing Yacht of 4 tons, attended with the loss of three lives, and the other was a minor collision of a Sailing Yacht of the estimated tonnage of 30 tons.

Lives Lost by Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 44. Seamen and Passengers Lost:—Statement showing the Number of **LIVES LOST** in **Yachts and Pleasure Boats** (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from the Lives Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.			Lives Lost.		Vessels in which Lives were Lost.			Lives Lost.		Vessels in which Lives were Lost.			Lives Lost.	
	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	3	7	4	—	4	—	—	—	—	—	3	7	4	—	4
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	1	1	2	3	—	—	—	—	—	1	1	1	2	3
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	8	5	2	7	—	—	—	—	—	4	8	5	2	7
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	2	41	3	—	3	—	—	—	—	—	2	41	3	—	3
Other Causes	4	78	4	1	5	—	—	—	—	—	4	78	4	1	5
TOTAL	6	119	7	1	8	—	—	—	—	—	6	119	7	1	8
(c.) Total.															
Foundering	3	7	4	—	4	—	—	—	—	—	3	7	4	—	4
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	2	41	3	—	3	—	—	—	—	—	2	41	3	—	3
Other Causes	5	79	5	3	8	—	—	—	—	—	5	79	5	3	8
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	127	12	3	15	—	—	—	—	—	10	127	12	3	15

Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 45. Totals:—Statement showing the Number and Tonnage of **Fishing Vessels** (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	16	537	—	—	—	—	16	537
Strandings - - -	45	1,419	59	2,396	79	3,245	183	7,060
Collisions - - -	27	1,192	153	7,992	486	27,184	666	36,368
Other Causes - - -	8	364	199	10,613	661	36,160	868	47,137
Missing Vessels - -	17	839	—	—	—	—	17	839
TOTAL - - -	113	4,351	411	21,001	1,226	66,589	1,750	91,941
(b.) Steam Vessels.								
Foundering - - -	1	3	—	—	—	—	1	3
Strandings - - -	1	26	6	590	7	178	14	794
Collisions - - -	—	—	3	115	23	1,167	26	1,282
Other Causes - - -	—	—	22	711	54	1,943	76	2,654
Missing Vessels -	2	141	—	—	—	—	2	141
TOTAL - - -	4	170	31	1,416	84	3,288	119	4,874
(c.) Total.								
Foundering - - -	17	540	—	—	—	—	17	540
Strandings - - -	46	1,445	65	2,986	86	3,423	197	7,854
Collisions - - -	27	1,192	156	8,107	509	28,351	692	37,650
Other Causes - - -	8	364	221	11,324	*715	38,103	944	49,791
Missing Vessels - -	19	980	—	—	—	—	19	980
TOTAL - - -	117	4,521	442	22,417	1,310	69,877	1,869	96,815

* This number includes 364 cases of loss of, or damage to, fishing gear.

Lives Lost by Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 46. **Seamen and Passengers Lost:**—Statement showing the Number of LIVES LOST IN **Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sen-gers.	Total	No.	Tonnage.	Crew.	Pas-sen-gers.	Total	No.	Tonnage.	Crew.	Pas-sen-gers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering -	5	94	19	—	19	1	3	8	—	8	6	97	27	—	27
Strandings -	3	44	4	—	4	—	—	—	—	—	3	44	4	—	4
Collisions -	3	126	11	—	11	—	—	—	—	—	3	126	11	—	11
Other Causes -	1	5	6	—	6	—	—	—	—	—	1	5	6	—	6
Missing Vessels	17	839	100	—	100	2	141	16	1	17	19	980	116	1	117
TOTAL -	29	1,108	140	—	140	3	144	24	1	25	32	1,252	164	1	165
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions -	1	79	1	—	1	—	—	—	—	—	1	79	1	—	1
Other Causes -	40	1,871	62	—	62	4	123	5	—	5	44	1,994	67	—	67
TOTAL -	41	1,950	63	—	63	4	123	5	—	5	45	2,073	68	—	68
(c.) Total.															
Foundering -	5	94	19	—	19	1	3	8	—	8	6	97	27	—	27
Strandings -	3	44	4	—	4	—	—	—	—	—	3	44	4	—	4
Collisions -	4	205	12	—	12	—	—	—	—	—	4	205	12	—	12
Other Causes -	41	1,876	68	—	68	4	123	5	—	5	45	1,999	73	—	73
Missing Vessels	17	839	100	—	100	2	141	16	1	17	19	980	116	1	117
TOTAL -	70	3,058	203	—	203	7	267	29	1	30	77	3,325	232	1	233

Deaths at Sea from all Causes in Fishing Vessels belonging to the United Kingdom.

TABLE 47. Deaths at Sea from all Causes.—Grand Totals:—Statement showing the Total Number of Deaths at Sea in Fishing Vessels belonging to the United Kingdom, arising from:—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1888-9.
(2.) Accidents other than Wreck or Casualty reported during 1888-9.
(3.) Disease, Murder, Suicide, &c., reported during 1888-9,
and distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of and Casualties to the Vessels—see Table 46.	208	—	20	1	232	1
Accidents other than Wreck and Casualty	159	—	3	—	162	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	14	—	—	—	14	—
TOTAL	376	—	32	1	408	1

Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48. Totals:—Statement showing the Number and Tonnage of Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	1	3	—	—	—	—	1	3
Strandings	9	840	—	197	—	—	12	1,037
Collisions	2	87	—	—	—	—	2	87
Other Causes	5	194	2	186	3	247	10	627
Missing Vessels	1	42	—	—	—	—	1	42
TOTAL	18	1,166	5	383	3	247	26	1,796
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	—	—	—	—
(c.) Total.								
Foundering	1	3	—	—	—	—	1	3
Strandings	9	840	—	197	—	—	12	1,037
Collisions	2	87	—	—	—	—	2	87
Other Causes	5	194	2	186	3	247	10	627
Missing Vessels	1	42	—	—	—	—	1	42
TOTAL	18	1,166	5	383	3	247	26	1,796

Note.—Only three Sea Casualties resulting in loss of life were reported during 1888-9 as having occurred to fishing vessels belonging to British Possessions abroad, while no loss of life other than by wreck or casualty was reported during the period. Of those three cases one was the total loss through foundering of a sailing vessel of 3 tons, with the loss of 2 crew, another was a missing sailing vessel of 12 tons and 33 crew, and the third was the partial loss through stranding of a sailing vessel of 10 tons and the loss of 4 crew.

Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 49. Grand Totals:—Statement showing the Number and Tonnage of **All Vessels** (registered and unregistered, Merchant and Fishing Vessels and Yachts) **belonging to the United Kingdom** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1, 39, 43, and 45.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	64	10,031	—	—	—	—	64	10,031
Strandings - - -	188	50,551	216	34,950	407	86,551	811	172,052
Collisions - - -	60	15,295	321	60,209	876	115,622	1,257	191,126
Other Causes - - -	28	11,986	498	173,158	1,431	377,521	1,957	562,665
Missing Vessels - -	46	15,356	—	—	—	—	46	15,356
TOTAL - - -	386	103,219	1,035	268,317	2,714	579,694	4,135	951,230
(b.) Steam Vessels.								
Foundering - - -	17	10,963	—	—	—	—	17	10,963
Strandings - - -	61	40,945	277	220,067	432	359,658	770	620,670
Collisions - - -	29	22,519	199	167,857	501	342,854	729	533,230
Other Causes - - -	7	2,324	586	478,343	672	527,966	1,265	1,008,633
Missing Vessels - -	7	3,994	—	—	—	—	7	3,994
TOTAL - - -	121	80,745	1,062	866,267	1,605	1,230,478	2,788	2,177,490
(c.) Total.								
Foundering - - -	81	20,994	—	—	—	—	81	20,994
Strandings - - -	249	91,496	493	255,017	839	446,209	1,581	792,722
Collisions - - -	89	37,814	520	228,066	1,377	458,476	1,986	724,356
Other Causes - - -	35	14,310	1,084	651,501	2,103	905,487	3,222	1,571,298
Missing Vessels - -	53	19,350	—	—	—	—	53	19,350
TOTAL - - -	507	183,964	2,097	1,134,584	4,319	1,810,172	6,923	3,128,720

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 50. Seamen and Passengers Lost.—Grand Totals:—Statement showing the Number of LIVES LOST IN Vessels of all Kinds BELONGING TO the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12, 40, 44, and 46.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering -	14	2,742	37	—	37	5	5,149	35	—	35	19	7,891	72	—	72
Strandings -	22	12,174	92	19	111	7	5,322	66	4	70	29	17,496	158	23	181
Collisions -	15	5,505	68	4	72	11	12,281	156	4	160	26	17,786	224	8	232
Other Causes -	3	16	8	2	10	1	1,384	1	—	1	4	1,400	9	2	11
Missing Vessels	46	15,356	427	45	472	7	3,994	152	709	861	53	19,350	579	754	1,333
TOTAL -	100	35,793	632	70	702	31	28,130	410	717	1,127	131	63,923	1,042	787	1,829
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	5	296	8	1	9	2	3,397	3	1	4	7	3,693	11	2	13
Collisions -	7	2,439	9	—	9	3	3,280	2	1	3	10	5,719	11	1	12
Other Causes -	81	32,813	111	2	113	22	21,569	32	7	39	103	54,382	143	9	152
TOTAL -	93	35,548	128	3	131	27	28,246	37	9	46	120	63,794	165	12	177
(c.) Total.															
Foundering -	14	2,742	37	—	37	5	5,149	35	—	35	19	7,891	72	—	72
Strandings -	27	12,470	100	20	120	9	8,719	69	5	74	36	21,189	169	25	194
Collisions -	22	7,944	77	4	81	14	15,561	158	5	163	36	23,505	235	9	244
Other Causes -	84	32,829	119	4	123	23	22,953	33	7	40	107	55,782	152	11	163
Missing Vessels	46	15,356	427	45	472	7	3,994	152	709	861	53	19,350	579	754	1,333
TOTAL -	193	71,341	760	73	833	58	56,376	447	726	1,173	251	127,717	1,207	799	2,006

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 51. **Grand Totals:—**Statement showing the Number and Tonnage of **All Vessels** (registered and unregistered, Merchant and Fishing Vessels and Yachts) **belonging to British Possessions Abroad**, to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended the 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 19, 41, 48, and Vessels and Tonnage in Note to Table 43.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	27	5,016	—	—	—	—	27	5,016
Strandings	146	24,110	73	22,472	53	19,966	272	66,548
Collisions	15	5,388	43	10,615	44	16,938	102	32,941
Other Causes	27	9,973	131	62,058	118	52,483	276	124,514
Missing Vessels	14	1,674	—	—	—	—	14	1,674
TOTAL	229	46,161	247	95,145	215	89,387	691	230,693
(b.) Steam Vessels.								
Foundering	2	74	—	—	—	—	2	74
Strandings	9	2,561	21	6,474	20	6,553	50	15,588
Collisions	2	307	7	3,330	11	4,394	20	8,031
Other Causes	4	641	15	7,271	11	3,674	30	11,586
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	17	3,583	43	17,075	42	14,621	102	35,279
(c.) Total.								
Foundering	29	5,090	—	—	—	—	29	5,090
Strandings	155	26,671	94	28,946	73	26,519	322	82,136
Collisions	17	5,695	50	13,945	55	21,332	122	40,972
Other Causes	31	10,614	146	69,329	129	56,157	306	136,100
Missing Vessels	14	1,674	—	—	—	—	14	1,674
TOTAL	246	49,744	290	112,220	257	104,008	793	265,972

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 52. Seamen and Passengers Lost.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 29 and 42, and Notes to Tables 43 and 48.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.	No.	Tonnage.	Crew.	Pas-sen-gers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	6	798	12	—	12	—	—	—	—	—	6	798	12	—	12
Strandings	11	4,117	42	3	45	1	163	2	—	2	12	4,280	44	3	47
Collisions	2	1,424	4	—	4	2	307	8	8	16	4	1,731	12	8	20
Other Causes	5	2,476	12	—	12	—	—	—	—	—	5	2,476	12	—	12
Missing Vessels	14	1,674	111	—	111	—	—	—	—	—	14	1,674	111	—	111
TOTAL	38	10,489	181	3	184	3	470	10	8	18	41	10,959	191	11	202
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	2	131	7	—	7	—	—	—	—	—	2	131	7	—	7
Collisions	1	1	1	—	1	—	—	—	—	—	1	1	1	—	1
Other Causes	11	7,250	13	—	13	1	460	4	—	4	12	7,710	17	—	17
TOTAL	14	7,382	21	—	21	1	460	4	—	4	15	7,842	25	—	25
(c.) Total.															
Foundering	6	798	12	—	12	—	—	—	—	—	6	798	12	—	12
Strandings	13	4,248	49	3	52	1	163	2	—	2	14	4,411	51	3	54
Collisions	3	1,425	5	—	5	2	307	8	8	16	5	1,732	13	8	21
Other Causes	16	9,726	25	—	25	1	460	4	—	4	17	10,186	29	—	29
Missing Vessels	14	1,674	111	—	111	—	—	—	—	—	14	1,674	111	—	111
TOTAL	52	17,871	202	3	205	4	930	14	8	22	56	18,801	216	11	227

Sea Casualties to British Vessels of all Kinds.

TABLE 53. **Grand Totals.—British Vessels of all Kinds.—Localities:—**Statement showing the Number of all Vessels (registered and unregistered, Merchant and Fishing Vessels and Yachts) belonging to the United Kingdom and British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Founders.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	8	8	12	17	37	4	10	22	36	—	21	28	49	—	20	43	67	130
Flamborough Head to North Foreland	9	26	48	85	159	12	91	267	360	2	53	160	215	—	49	192	502	743
North Foreland to St. Catherine's Point	3	9	11	35	55	13	22	46	81	1	16	53	70	—	26	49	134	209
St. Catherine's Point to Start Point	3	6	4	34	44	1	6	17	24	1	4	52	57	—	11	14	103	128
Start Point to Land's End	—	6	8	15	29	3	17	58	78	—	15	96	111	—	9	40	169	218
Land's End to Hartland Point (including Scilly Isles).	3	3	6	4	13	—	7	9	16	—	7	66	73	—	6	20	79	105
Hartland Point to St. David's Head	4	10	15	18	43	3	16	55	74	—	9	50	59	—	17	40	123	180
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	8	8	13	29	2	3	26	31	—	9	54	63	—	10	20	93	123
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	19	38	93	150	4	15	49	68	2	29	100	131	—	27	82	242	351
Cape Wrath to Buchanness	5	14	11	13	38	1	8	3	7	3	6	21	30	—	23	20	37	80
Buchanness to Fern Islands	2	13	11	13	37	—	8	14	22	1	17	26	44	—	16	36	53	105
All other parts of the Coast	2	9	14	27	50	—	10	28	38	1	15	40	56	—	12	39	95	146
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	—	—	16
Total on or near the Coasts of the United Kingdom	41	131	186	367	684	43	208	534	835	11	201	746	958	16	242	595	1,097	2,534
On or near the Coasts of British Possessions Abroad.	7	117	59	39	215	6	20	19	45	9	16	9	34	—	139	95	67	301
On or near the Coasts of Foreign Countries In Oceans and Seas	—	85	43	52	180	5	26	37	68	8	5	22	35	—	98	74	111	283
	43	1	1	2	4	21	110	280	411	27	407	772	1,206	44	136	518	1,054	1,708
Total Abroad	50	203	103	93	399	32	156	336	524	44	428	803	1,275	44	373	687	1,232	2,292
GRAND TOTAL	91	334	289	460	1,083	75	364	920	1,359	55	629	1,549	2,233	60	615	1,282	2,929	4,826

(b.) Steam Vessels.

Fern Islands to Flamborough Head	2	5	21	17	43	4	8	28	40	2	24	42	68	—	13	53	87	153
Flamborough Head to North Foreland	1	5	13	58	76	7	53	130	190	—	24	32	56	—	13	90	220	323
North Foreland to St. Catherine's Point	—	—	2	23	25	6	15	36	57	—	21	19	40	—	6	38	78	122
St. Catherine's Point to Start Point	—	1	3	6	10	1	1	8	10	—	7	14	21	—	2	11	25	41
Start Point to Land's End	1	1	1	3	5	—	3	15	18	—	19	23	42	—	2	23	41	66
Land's End to Hartland Point (including Scilly Isles).	—	—	2	4	6	1	5	6	12	—	11	11	22	—	1	18	21	40
Hartland Point to St. David's Head	—	2	11	25	38	—	19	64	83	1	25	37	63	—	3	55	126	184
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	1	3	4	8	—	2	5	7	1	10	10	21	—	3	15	19	37
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	6	21	36	63	1	15	39	55	—	38	41	79	—	8	74	116	198
Cape Wrath to Buchanness	—	2	4	4	10	—	—	2	2	—	3	4	7	—	2	7	10	19
Buchanness to Fern Islands	1	2	12	10	24	—	11	11	14	—	14	10	24	—	3	26	31	60
All other parts of the Coast	—	2	13	8	23	—	2	9	11	—	25	8	33	—	2	40	25	67
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	7	27	106	198	331	20	123	363	496	4	221	251	476	—	53	450	802	1,310
On or near the Coasts of British Possessions Abroad.	2	12	33	37	82	—	9	20	29	3	13	6	22	—	17	55	65	135
On or near the Coasts of Foreign Countries In Oceans and Seas	—	31	157	214	402	1	44	82	127	—	35	34	69	—	32	236	390	598
	10	—	2	3	5	10	30	57	97	4	332	392	728	7	31	364	452	847
Total Abroad	12	43	192	254	489	11	83	159	253	7	380	432	819	7	80	655	845	1,589
GRAND TOTAL	19	70	298	452	820	31	206	512	749	11	601	683	1,295	7	133	1,105	1,647	2,899

(c.) Total.

Fern Islands to Flamborough Head	10	13	33	34	80	8	18	50	76	2	45	70	117	—	33	96	154	283
Flamborough Head to North Foreland	10	31	61	143	235	19	144	387	550	2	77	192	271	—	62	282	722	1,066
North Foreland to St. Catherine's Point	3	9	13	58	80	19	37	82	138	1	37	72	110	—	32	87	212	331
St. Catherine's Point to Start Point	3	7	7	40	54	2	7	25	34	1	11	66	78	—	13	25	131	169
Start Point to Land's End	1	7	9	18	34	3	20	73	96	—	34	119	153	—	11	63	210	284
Land's End to Hartland Point (including Scilly Isles).	3	3	8	8	19	1	12	15	28	—	18	77	95	—	7	38	100	145
Hartland Point to St. David's Head	4	12	26	43	81	3	35	119	157	1	34	87	122	—	20	95	249	364
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	8	11	17	37	2	5	31	38	1	19	64	84	—	13	35	112	160
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	25	59	129	213	5	30	83	123	2	67	141	210	—	35	156	358	549
Cape Wrath to Buchanness	5	16	15	17	48	1	3	5	9	3	9	25	37	—	25	27	47	99
Buchanness to Fern Islands	3	15	23	23	61	—	25	33	31	1	31	36	68	—	19	62	84	165
All other parts of the Coast	2	11	27	35	73	—	12	37	49	1	40	45	89	—	14	79	120	213
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	—	16
Total on or near the Coasts of the United Kingdom	48	158	292	565	1,015	63	331	837	1,331	15	422	997	1,431	16	390	1,045	2,499	3,844
On or near the Coasts of British Possessions Abroad.	9	120	92	76	297	6	29	39	74	12	29	15	66	—	156	150	130	436
On or near the Coasts of Foreign Countries In Oceans and Seas	—	116	200	266	582	6	70	119	195	8	40	56	104	—	130	316	441	881
	53	1	3	5	9	31	140	337	508	31	739	1,164	1,934	51	167	882	1,506	2,555
Total Abroad	62	246	295	347	888	43	239	495	777	51	808	1,235	2,094	51	453	1,542	2,077	3,872
GRAND TOTAL	110	404	587	912	1,903	106	570	1,432	2,108	66	1,230	2,232	3,525	67	753	2,387	4,576	7,716

Lives Lost by Sea Casualties to British Vessels of all Kinds.

TABLE 54. **Seamen and Passengers Lost by Sea Casualties to British Vessels of all Kinds.—Grand Totals:**—Statement showing the Number of LIVES LOST in Vessels of all Kinds belonging to the UNITED KINGDOM and BRITISH POSSESSIONS ABROAD by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Founderings.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total				
	Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.			Vessels in which Lives were Lost.				
	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.	Crew.	Passengers.	Total.		
Fern Islands to Flamborough Head -	2	13	—	13	3	11	—	11	2	3	—	3	6	8	—	8	13	35	—	35
Flamborough Head to North Foreland -	1	1	—	1	1	4	—	4	1	1	—	1	2	3	—	3	11	14	—	14
North Foreland to St. Catherine's Point -	2	4	—	4	3	11	1	12	5	22	3	4	—	4	—	—	13	41	1	42
St. Catherine's Point to Start Point -	1	4	—	4	—	—	—	—	1	1	—	1	2	2	—	2	4	7	2	9
Start Point to Land's End -	—	—	—	—	—	—	—	—	1	2	—	2	3	3	—	3	4	5	1	6
Land's End to Hartland Point, including Scilly.	—	—	—	—	—	—	—	—	—	2	—	2	3	—	3	—	2	3	—	3
Hartland Point to St. David's Head -	1	1	—	1	—	—	—	—	2	4	—	4	1	—	1	—	4	5	1	6
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	1	1	—	1	1	2	—	2	2	2	—	2	—	4	5	—	5
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	3	6	2	8	3	4	—	4	5	7	—	7	—	11	17	2	19
Cape Wrath to Buchanness -	4	8	—	8	1	1	—	1	1	3	—	3	4	12	—	12	10	24	—	24
Buchanness to Fern Islands -	1	2	—	2	—	—	—	—	1	2	—	2	2	—	2	—	4	6	—	6
All other parts of the Coast -	—	—	—	4	6	—	6	—	—	—	—	3	13	—	13	—	7	19	—	19
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	16	68	—	68	16	68	—	68
Total on or near the Coasts of the United Kingdom -	12	33	—	33	16	40	3	43	18	44	—	44	11	64	4	68	103	240	7	256
On or near the Coasts of British Possessions Abroad.	2	5	—	5	13	44	4	48	1	1	—	1	1	2	—	2	17	52	4	56
On or near the Coasts of Foreign Countries.	—	—	—	11	65	16	81	2	15	—	15	1	6	—	6	—	14	86	16	102
In Oceans and Seas -	6	11	—	11	—	—	—	4	22	4	26	57	72	—	72	44	470	45	515	624
Total Abroad -	8	16	—	16	24	109	20	129	7	38	4	42	50	80	—	80	142	713	69	782
GRAND TOTAL -	20	49	—	49	40	149	23	172	25	82	4	86	100	144	4	148	245	962	76	1038

(b.) **Lives Lost in Steam Vessels.**

Fern Islands to Flamborough Head -	1	8	—	8	—	—	—	—	—	—	—	2	3	—	3	—	3	11	—	11
Flamborough Head to North Foreland -	—	—	—	—	2	14	1	15	—	—	—	—	—	—	—	—	2	14	1	15
North Foreland to St. Catherine's Point -	—	—	—	—	—	—	—	6	114	3	117	—	—	—	—	—	6	114	3	117
St. Catherine's Point to Start Point -	—	—	—	—	—	—	—	1	12	—	12	—	—	—	—	—	1	12	—	12
Start Point to Land's End -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point, including Scilly -	—	—	—	—	—	—	—	1	1	1	2	1	1	—	1	—	2	2	1	3
Hartland Point to St. David's Head -	—	—	—	—	1	8	—	8	—	—	—	—	1	1	—	1	—	9	—	9
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea) -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire -	—	—	—	—	1	11	—	11	1	—	1	1	5	—	5	—	3	16	1	17
Cape Wrath to Buchanness -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands -	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	1	—	1
All other parts of the Coast -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom -	1	8	—	8	4	33	1	34	9	127	5	132	6	11	—	11	20	179	6	185
On or near the Coasts of British Possessions Abroad -	—	—	—	—	1	2	—	2	—	—	—	1	4	—	4	—	2	6	—	6
On or near the Coasts of Foreign Countries -	—	—	—	—	5	36	4	40	2	9	6	15	—	—	—	—	7	45	10	55
In Oceans and Seas -	4	27	—	27	—	—	—	5	30	2	32	17	22	7	29	7	152	709	861	949
Total Abroad -	4	27	—	27	6	38	4	42	7	39	8	47	18	26	7	33	162	709	861	1010
GRAND TOTAL -	5	35	—	35	10	71	5	76	16	166	13	179	24	37	7	44	82	461	734	1195

(c.) **Total.**

Fern Islands to Flamborough Head -	3	21	—	21	3	11	—	11	2	3	—	3	8	11	—	11	—	—	16	46	—	46		
Flamborough Head to North Foreland -	1	1	—	1	3	18	1	19	1	1	—	1	8	8	—	8	—	—	13	28	1	29		
North Foreland to St. Catherine's Point -	2	4	—	4	3	11	1	12	11	136	3	139	3	4	—	4	—	—	19	155	4	159		
St. Catherine's Point to Start Point -	1	4	—	4	—	—	—	—	2	13	—	13	2	2	—	2	—	—	5	19	2	21		
Start Point to Land's End -	—	—	—	—	—	—	—	—	1	2	—	2	3	3	1	4	—	—	4	5	1	6		
Land's End to Hartland Point, including Scilly -	—	—	—	—	—	—	—	—	1	1	1	2	3	4	—	4	—	—	4	5	1	6		
Hartland Point to St. David's Head -	1	1	—	1	1	8	—	8	2	4	—	4	2	1	1	2	—	—	6	14	1	15		
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea) -	—	—	—	—	1	1	—	1	1	2	—	2	2	2	—	2	—	—	4	5	—	5		
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire -	—	—	—	—	4	17	2	19	4	4	1	5	6	12	—	12	—	—	14	33	3	36		
Cape Wrath to Buchanness -	4	8	—	8	1	1	—	1	1	3	—	3	4	12	—	12	—	—	10	24	—	24		
Buchanness to Fern Islands -	1	2	—	2	—	—	—	—	1	2	—	2	3	3	—	3	—	—	5	7	—	7		
All other parts of the Coast -	—	—	—	—	4	6	—	6	—	—	—	3	13	—	13	—	—	—	7	19	—	19		
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	68	—	68	—	—	68		
Total on or near the Coasts of the United Kingdom -	13	41	—	41	20	73	4	77	27	171	5	176	47	75	4	79	16	68	—	68	123	423	13	441
On or near the Coasts of British Possessions Abroad -	2	5	—	5	14	46	4	50	1	1	—	1	2	6	—	6	—	—	19	58	4	62		
On or near the Coasts of Foreign Countries -	—	—	—	—	16	101	20	121	4	24	6	30	1	6	—	6	—	—	21	131	26	157		
In Oceans and Seas -	10	38	—	38	—	—	—	9	62	6	58	74	94	7	101	51	622	754	1376	144	806	767	1573	
Total Abroad -	12	43	—	43	30	147	24	171	14	77	12	89	77	106	7	113	51	622	754	1376	184	995	797	1792
GRAND TOTAL -	25	84	—	84	50	220	28	248	41	248	17	265	124	181	11	192	67	890	754	1444	107	1423	810	2253

Sea Casualties to Foreign Vessels.

TABLE 55. **Totals:**—Statement showing the Number and Tonnage of **Foreign Vessels** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	7	1,337	—	—	—	—	7	1,337
Strandings	85	32,493	55	21,333	46	21,539	186	75,365
Collisions	7	2,129	30	11,405	76	29,417	113	42,951
Other Causes	2	99	35	11,511	70	23,376	107	34,986
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	101	36,058	120	44,249	192	74,332	413	154,639
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	6	2,883	16	6,325	21	16,033	37	25,240
Collisions	2	3,777	19	18,470	27	24,022	48	46,269
Other Causes	—	—	7	6,832	7	2,968	14	9,800
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	8	6,665	33	31,627	55	43,023	99	81,315
(c.) Total.								
Foundering	7	1,337	—	—	—	—	7	1,337
Strandings	91	35,381	65	27,658	67	37,572	223	100,611
Collisions	9	5,906	49	29,875	103	53,439	161	89,220
Other Causes	2	99	42	18,343	77	26,344	121	44,786
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	109	42,733	156	75,876	247	117,355	512	235,954

Lives Lost by Sea Casualties to Foreign Vessels.

TABLE 56. **Seamen and Passengers Lost:**—Statement showing the Number of Lives Lost by Sea Casualties which occurred to Foreign Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to such Vessels on or near the Coasts of British Possessions Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	1	667	9	2	11	—	—	—	—	—	1	667	9	2	11
Strandings	7	2,334	23	1	24	—	—	—	—	—	7	2,334	23	1	24
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	3,001	32	3	35	—	—	—	—	—	8	3,001	32	3	35
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	745	1	—	1	1	1,099	15	—	15	2	1,844	16	—	16
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	295	2	—	2	—	—	—	—	—	1	295	2	—	2
TOTAL	2	1,040	3	—	3	1	1,099	15	—	15	3	2,139	18	—	18
(c.) Total.															
Foundering	1	667	9	2	11	—	—	—	—	—	1	667	9	2	11
Strandings	8	3,079	24	1	25	1	1,099	15	—	15	3	4,178	39	1	40
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	295	2	—	2	—	—	—	—	—	1	295	2	—	2
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	4,041	35	3	38	1	1,099	15	—	15	11	5,140	50	3	53

Sea Casualties to British and Foreign Vessels.

TABLE 57. **Grand Totals.**—Vessels of all Kinds—British and Foreign:—Statement showing the Number of all BRITISH AND FOREIGN VESSELS to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, together with the Number of British Vessels reported during the same period as having met with Sea Casualties Abroad, and the Number of Foreign Vessels reported as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Founders.		Strandings.				Collisions.				Other Causes.				Missing Vessels.		Total.			
	Total.	Losses.	Total.	Serious Casualties.	Minor Casualties.	Total.	Total.	Serious Casualties.	Minor Casualties.	Total.	Total.	Serious Casualties.	Minor Casualties.	Total.	Total.	Losses.	Serious Casualties.	Minor Casualties.	Total.	
Fern Islands to Flamborough Head	10	12	17	20	49	5	11	24	40	—	22	30	52	—	27	50	74	151		
Flamborough Head to North Foreland	9	41	65	91	197	13	102	275	390	—	53	177	232	—	65	220	543	828		
North Foreland to St. Catherine's Point	3	11	14	43	68	16	28	54	38	—	17	59	77	—	31	59	156	246		
St. Catherine's Point to Start Point	3	6	4	36	46	2	8	18	28	—	8	54	63	—	12	20	108	140		
Start Point to Land's End	—	6	8	18	32	3	17	64	84	—	16	96	112	—	9	41	178	228		
Land's End to Hartland Point (including Scilly Isles).	5	3	7	4	14	—	7	9	16	—	7	66	73	—	8	21	79	108		
Hartland Point to St. David's Head	4	12	17	21	50	3	21	69	93	—	13	60	73	—	19	51	150	220		
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	9	9	14	32	2	3	27	32	—	10	54	64	—	11	22	96	128		
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	20	43	95	158	5	16	50	71	2	35	107	144	—	29	94	252	375		
Cape Wrath to Buchanness	7	19	13	16	48	1	3	6	10	3	9	25	37	—	30	25	47	102		
Buchanness to Fern Islands	2	26	17	18	61	—	9	26	35	2	27	43	72	—	30	53	87	170		
All other parts of the Coast	2	14	15	28	57	—	11	32	43	1	17	41	59	—	17	43	101	161		
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	—	—	16	16	
Total on or near the Coasts of the United Kingdom	47	179	229	404	812	59	236	654	940	12	231	812	1,058	16	304	699	1,870	2,873		
On or near the Coasts of British Possessions Abroad.	8	154	71	48	273	6	22	25	53	10	18	13	41	—	478	111	86	375		
On or near the Coasts of Foreign Countries in Oceans and Seas	—	85	43	52	180	5	26	37	68	8	5	22	35	—	98	74	111	283		
	43	1	1	2	4	21	110	280	411	27	407	772	1,206	44	136	518	1,054	1,708		
Total Abroad	51	240	115	102	457	32	158	342	532	45	430	807	1,232	44	412	703	1,251	2,366		
GRAND TOTAL	98	419	344	506	1,269	92	394	996	1,472	57	664	1,619	2,340	60	716	1,402	3,121	5,239		

(b.) Steam Vessels.

Fern Islands to Flamborough Head	2	5	22	20	47	4	8	30	42	2	24	43	69	—	13	54	93	160
Flamborough Head to North Foreland	1	6	15	64	85	7	60	142	209	—	24	34	58	—	14	99	240	353
North Foreland to St. Catherine's Point	—	—	3	26	29	7	21	45	73	—	22	20	42	—	7	46	91	144
St. Catherine's Point to Start Point	—	—	1	3	7	2	1	9	12	—	10	14	24	—	3	14	30	47
Start Point to Land's End	1	1	1	3	5	—	3	15	18	—	19	23	42	—	2	23	41	66
Land's End to Hartland Point (including Scilly Isles).	—	1	2	4	7	1	5	6	12	—	11	11	22	—	2	18	21	41
Hartland Point to St. David's Head	—	2	12	26	40	—	22	66	88	1	26	38	65	—	3	60	130	193
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	1	4	4	9	—	2	5	7	1	10	10	21	—	3	16	19	38
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	6	22	36	64	1	13	39	58	—	38	42	80	—	8	78	117	203
Cape Wrath to Buchanness	—	3	4	6	13	—	—	2	2	—	3	5	8	—	3	7	13	23
Buchanness to Fern Islands	1	2	12	12	26	—	11	11	15	10	15	10	25	—	3	27	33	63
All other parts of the Coast	—	2	13	8	23	—	2	9	11	—	26	8	34	—	2	41	25	68
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	7	30	113	216	359	22	142	379	543	4	223	258	490	—	63	483	653	1,399
On or near the Coasts of British Possessions Abroad.	2	15	36	40	91	—	9	21	30	3	13	6	22	—	20	58	67	145
On or near the Coasts of Foreign Countries	—	31	157	214	402	1	44	82	127	—	35	34	69	—	32	236	330	598
In Oceans and Seas	10	—	2	3	5	10	30	57	97	4	332	332	728	7	31	364	452	847
Total Abroad	12	46	195	257	498	11	83	160	254	7	380	432	819	7	83	658	849	1,590
GRAND TOTAL	19	76	308	473	857	33	225	539	797	11	608	690	1,309	7	146	1,141	1,702	2,989

(c.) Total.

Fern Islands to Flamborough Head	12	17	39	40	96	9	19	54	82	2	46	73	121	—	40	104	167	311
Flamborough Head to North Foreland	10	47	80	155	282	20	162	417	599	2	77	211	290	—	79	319	783	1,131
North Foreland to St. Catherine's Point	3	11	17	69	97	23	49	99	171	1	39	79	110	—	38	105	247	390
St. Catherine's Point to Start Point	3	7	7	43	57	4	9	27	40	1	18	68	87	—	15	34	138	187
Start Point to Land's End	1	7	9	21	37	3	20	79	102	—	35	119	154	—	11	64	219	294
Land's End to Hartland Point (including Scilly Isles).	5	4	9	8	21	1	12	15	28	—	18	77	95	—	10	39	100	149
Hartland Point to St. David's Head	4	14	29	47	90	3	43	135	181	1	39	98	138	—	22	111	280	413
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	10	13	14	41	2	5	32	39	1	20	14	45	—	14	33	114	166
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	26	65	131	222	6	34	89	129	2	73	149	224	—	37	172	369	578
Cape Wrath to Buchanness	7	22	17	22	61	1	3	8	12	3	12	30	45	—	33	32	60	125
Buchanness to Fern Islands	3	23	29	30	87	—	9	37	46	2	42	53	97	—	33	80	120	233
All other parts of the Coast	2	16	28	36	80	—	13	41	54	1	43	49	98	—	19	84	126	229
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	—	—	16
Total on or near the Coasts of the United Kingdom	54	209	342	620	1,171	73	378	1,033	1,483	16	462	1,070	1,548	16	367	1,182	2,723	4,272
On or near the Coasts of British Possessions Abroad.	10	169	107	88	364	6	31	46	83	13	31	19	63	—	198	160	153	520
On or near the Coasts of Foreign Countries	—	116	290	236	582	4	70	119	195	—	40	55	104	—	130	311	411	881
In Oceans and Seas	53	1	3	5	9	31	140	337	508	31	739	1,164	1,934	51	167	832	1,546	2,555
Total Abroad	63	286	310	359	955	43	241	502	786	62	810	1,239	2,101	51	495	1,361	2,100	3,956
GRAND TOTAL	117	495	652	979	2,126	116	619	1,535	2,269	78	1,272	2,309	3,649	67	862	2,543	4,823	8,228

Lives Lost by Sea Casualties to British and Foreign Vessels.

TABLE 58. Seamen and Passengers Lost by Sea Casualties.—Grand Totals:—
Statement showing the Total Number of LIVES LOST in BRITISH AND FOREIGN Vessels by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to British Vessels Abroad or to Foreign Vessels on or near the Coasts of British Possessions Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundering.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.		
	Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.	
		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.
Fern Islands to Flamborough Head -	2	13	—	13	3	11	—	11	2	3	—	3	6	8	—	8	—	—
Flamborough Head to North Foreland -	1	1	—	1	1	4	—	4	1	1	—	1	8	8	—	—	—	—
North Foreland to St. Catherine's Point -	2	4	—	4	3	11	1	12	5	23	—	23	3	4	—	4	—	—
St. Catherine's Point to Start Point -	1	4	—	4	—	—	—	—	1	1	—	1	2	2	—	2	—	—
Start Point to Land's End -	—	—	—	—	—	—	—	—	1	2	—	2	3	3	—	3	—	—
Land's End to Hartland Point, including Scilly Isles.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head -	1	1	—	1	1	1	—	1	2	4	—	4	1	—	1	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	2	2	—	2	1	2	—	2	2	—	2	—	—	—
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	4	10	2	13	3	4	—	4	5	7	—	7	—	—	—
Cape Wrath to Buchanness -	4	8	—	8	1	1	—	1	1	3	—	3	5	14	—	14	—	—
Buchanness to Fern Islands -	1	2	—	2	2	5	—	5	1	2	—	2	2	—	2	—	—	—
All other parts of the Coast -	—	—	—	5	9	—	9	—	—	—	—	3	13	—	13	—	—	—
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	16	68	—	68	—	—
Total on or near the Coasts of the United Kingdom -	12	33	—	33	22	54	3	57	18	44	—	44	42	66	4	70	16	68
On or near the Coasts of British Possessions Abroad.	3	14	2	16	15	54	5	59	1	1	—	1	1	2	—	2	—	—
On or near the Coasts of Foreign Countries.	—	—	—	—	11	65	16	81	2	15	—	15	1	6	—	6	—	—
In Oceans and Seas -	6	11	—	11	—	—	—	—	4	22	4	26	57	72	—	72	44	470
Total Abroad -	9	25	2	27	26	119	21	140	7	38	4	42	59	80	—	80	44	470
GRAND TOTAL -	21	58	2	60	48	173	24	197	25	82	4	86	101	146	4	150	60	538

(b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head -	1	8	—	8	—	—	—	—	—	—	—	—	2	3	—	3	—	—
Flamborough Head to North Foreland -	—	—	—	—	2	14	1	15	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point -	—	—	—	—	—	—	—	—	6	114	3	117	—	—	—	—	—	—
St. Catherine's Point to Start Point -	—	—	—	—	—	—	—	—	1	12	—	12	—	—	—	—	—	—
Start Point to Land's End -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point, including Scilly Isles.	—	—	—	—	—	—	—	—	1	1	1	2	1	1	—	1	—	—
Hartland Point to St. David's Head -	—	—	—	—	1	8	—	8	—	—	—	—	1	1	—	1	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	1	11	—	11	1	—	1	1	5	—	5	—	—	—
Cape Wrath to Buchanness -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands -	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	—
All other parts of the Coast -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom -	1	8	—	8	4	33	1	34	9	127	5	132	6	11	—	11	—	—
On or near the Coasts of British Possessions Abroad.	—	—	—	—	2	17	—	17	—	—	—	—	1	4	—	4	—	—
On or near the Coasts of Foreign Countries.	—	—	—	—	5	36	4	40	2	9	6	15	—	—	—	—	—	—
In Oceans and Seas -	4	27	—	27	—	—	—	—	5	30	2	32	17	22	7	29	7	152
Total Abroad -	4	27	—	27	7	53	4	57	7	39	8	47	18	26	7	33	7	152
GRAND TOTAL -	5	35	—	35	11	86	5	91	16	166	13	179	24	37	7	44	7	152

(c.) Total.

Fern Islands to Flamborough Head -	3	21	—	21	3	11	—	11	2	3	—	3	8	11	—	11	—	—
Flamborough Head to North Foreland -	1	1	—	1	3	18	1	19	1	1	—	1	8	4	—	4	—	—
North Foreland to St. Catherine's Point -	2	4	—	4	3	11	1	12	11	136	3	139	3	4	—	4	—	—
St. Catherine's Point to Start Point -	1	4	—	4	—	—	—	—	2	13	—	13	2	2	—	2	—	—
Start Point to Land's End -	—	—	—	—	—	—	—	—	1	2	—	2	3	3	—	3	—	—
Land's End to Hartland Point, including Scilly Isles.	—	—	—	—	—	—	—	—	1	1	1	2	3	4	—	4	—	—
Hartland Point to St. David's Head -	1	1	—	1	2	9	—	9	2	4	—	4	2	1	—	2	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	2	2	—	2	1	2	—	2	2	—	2	—	—	—
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	5	21	2	23	4	4	1	5	6	12	—	12	—	—
Cape Wrath to Buchanness -	4	8	—	8	1	1	—	1	1	3	—	3	5	14	—	14	—	—
Buchanness to Fern Islands -	1	2	—	2	2	5	—	5	1	2	—	2	3	3	—	3	—	—
All other parts of the Coast -	—	—	—	—	5	9	—	9	—	—	—	—	3	13	—	13	—	—
At Sea -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	68	—
Total on or near the Coasts of the United Kingdom -	13	41	—	41	26	87	4	91	27	171	5	176	48	77	4	81	16	68
On or near the Coasts of British Possessions Abroad.	3	14	2	16	17	71	5	76	1	1	—	1	2	6	—	6	—	—
On or near the Coasts of Foreign Countries.	—	—	—	—	16	101	20	121	4	24	6	30	1	6	—	6	—	—
In Oceans and Seas -	10	38	—	38	—	—	—	—	9	52	6	58	74	94	7	101	51	622
Total Abroad -	13	52	2	54	33	172	25	197	14	77	12	89	77	106	7	113	51	622
GRAND TOTAL -	26	93	2	95	59	259	29	288	41	248	17	265	125	183	11	194	67	690

Collisions at Sea between Vessels of all Kinds at Home and Abroad.

TABLE 59. Collisions at Sea.—Nationality of Vessels (British or Foreign), and whether Sailing or Steam:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1889, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions between BRITISH VESSELS from Collisions between BRITISH VESSELS and FOREIGN VESSELS, and showing also the Number of Collisions between FOREIGN VESSELS, and further distinguishing Collisions resulting in the TOTAL* Loss of one or both Vessels from those resulting in Partial Loss of both Vessels.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	No. of Collisions between Foreign Vessels.	Total of all Collisions.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
Total loss - -	22	18	37	14	6	8	6	111	1	112
Partial damage - -	432	131	248	121	104	26	44	1,106	18	1,124
Total - -	454	149	285	135	110	34	50	1,217	19	1,236

* As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss, as shown in this Table will not be found to correspond with the actual number of ships totally lost by collision.

Collisions at Sea.

TABLE 60. Time of Collisions, i.e., Day or Night:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1889, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with Both Vessels under Weigh from those happening with one Vessel under Weigh and the other at Anchor, and Collisions arising from Vessels breaking from Anchors, &c.

Time and Result of Collision.		Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions arising from Vessels breaking from, or fouling at, Anchors or Moorings.	Total.
		Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
Day	Total loss - - -	5	—	13	3	12	1	1	2	37
	Partial damage - -	64	36	213	70	102	40	13	43	581
	Total - - -	69	36	226	73	114	41	14	45	618
Night	Total loss - - -	13	1	14	1	30	3	—	2	75
	Partial damage - -	43	18	164	74	140	62	6	36	543
	Total - - -	61	19	178	75	176	65	6	38	618
TOTAL.										
Total loss - - -		23	1	27	4	43	4	1	4	112
Partial damage - -		107	54	377	144	242	102	19	79	1,124
Total - - -		130	55	404	148	290	106	20	83	1,236

Note.—In 8 cases of collision between vessels under weigh resulting in total loss, and in 110 cases resulting in partial damage, one or both of the vessels were fishing vessels with trawls or nets down. Of these 118 collisions, 48 occurred in daylight and 70 at night.

Collisions at Sea.

TABLE 61. Collisions.—Causes as far as reported:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1889, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, showing also when known the CAUSES to which the Collisions were attributed.

Result of Collision.	Parting Cables, Drugging Anchors, Breaking Sheer, and Foulings.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Room, or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Lights.	Neglect or Misapprehension of Steering and Sailing Rules.	Error of Pilot.	Want of Seaman-ship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	Total.
Total loss - -	4	—	—	—	17	16	6	21	1	—	16	4	9	18	112
Partial damage -	56	10	11	40	129	83	41	108	30	8	145	139	146	178	1,124
Total - -	60	10	11	40	146	99	47	129	31	8	161	143	155	196	1,236

Sea Casualties.—Lives Saved from Vessels of all Kinds at Home and Abroad.

TABLE 62. **Lives Saved at Home:**—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK on or near the COASTS of the UNITED KINGDOM during the Thirty-two Years ended 30th June 1889, distinguishing the MEANS by which they were saved.

By what Means saved.	1858-7.	1857-8.	1858-9.	1859-60.	1860-1.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.	1866-7.	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.
By Rocket and Mortar Apparatus, and assistance with ropes, &c. from shore.*	383	149	154	407	415	415	252	256	347	490	527	310	333	354	203	293	715
By Life-boats - - - - -	634	120	220	367	771	322	221	472	293	480	378	377	504	532	473	403	548
By Luggers, Coast-guard Boats, and Small Craft.	606	683	878	681	467	371	414	424	338	462	385	843	317	383	500	265	582
By Ships and Steam-boats - -	587	244	622	769	858	919	1,319	1,533	1,003	1,000	996	1,060	719	714	1,063	990	647
By Ships' own Boats - - -	—	—	—	†951	1,499	1,425	1,289	1,465	1,459	2,195	2,728	1,902	2,062	2,067	2,795	1,737	1,888
By Life-buoys and Appliances kept on board.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
By Individual Exertion - - -	21	17	16	9	14	27	9	10	22	7	13	6	—	8	2	—	—
By other Means - - - - -	—	—	—	—	†362	396	531	439	232	374	765	660	561	443	439	245	388
TOTAL - - - - -	2,231	1,213	1,890	3,184	4,386	3,875	4,105	4,599	3,694	5,008	5,782	5,158	4,496	4,501	5,495	3,933	4,774
	1873-4.	1874-5.	1875-6.	1876-7.	1877-8.	1878-9.	1879-80.	1880-1.	1881-2.	1882-3.	1883-4.	1884-5.	1885-6.	1886-7.	1887-8.	1888-9.	
By Rocket and Mortar Apparatus, and assistance with ropes, &c. from shore.*	175	355	301	817	259	269	162	809	407	603	296	108	230	286	282	231	
By Life-boats - - - - -	310	502	461	567	489	449	322	633	475	625	531	152	184	374	336	360	
By Luggers, Coast-guard Boats, and Small Craft.	309	511	508	464	554	228	235	386	441	420	371	167	159	443	234	404	
By Ships and Steam-boats - -	516	440	967	740	1,120	623	682	1,028	1,153	477	596	732	656	853	767	920	
By Ships' own Boats - - -	1,525	1,644	1,859	1,873	1,619	1,535	1,418	2,006	1,452	2,530	1,364	1,010	1,512	1,134	1,034	1,495	
By Life-buoys and Appliances kept on board.	—	—	—	†9	4	—	—	8	7	7	—	—	1	—	2	3	
By Individual Exertion - - -	4	6	9	1	1	6	2	—	—	—	10	4	4	3	4	—	
By other Means - - - - -	221	379	253	324	224	192	102	201	131	116	125	181	73	73	43	268	
TOTAL - - - - -	3,060	3,337	4,358	4,795	4,076	3,302	2,923	5,071	4,066	4,778	3,293	2,304	2,819	3,166	2,702	3,740	

* These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.

† No record kept for previous years.

TABLE 63. **Lives Saved Abroad:**—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK Abroad reported during the Year ended 30th June 1889, distinguishing the MEANS by which they were saved, and further distinguishing the Lives saved on the COASTS of BRITISH POSSESSIONS Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at SEA.

	By Rocket Apparatus and Assistance with Ropes, &c. from Shore.	By Life-boats.	By Luggers and small Craft.	By Ships and Steam-boats.	By Ships' own Boats.	By Life-buoys and Appliances kept on board.	By Individual Exertion.	By other Means.	TOTAL.
Lives saved from British and Foreign Vessels on or near the Coasts of British Possessions abroad.	86	35	113	53	1,103	—	—	246	1,686
Lives saved from British Vessels on or near the Coasts of Foreign Countries.	209	131	113	134	1,259	—	—	142	1,988
Lives saved from British Vessels at Sea.	—	—	70	697	379	—	—	9	1,155
Total for 1888-89 -	295	166	296	884	2,741	—	—	397	4,779
Total for 1887-88 -	294	84	218	1,584	3,387	9	7	269	5,852
Total for 1886-87 -	210	124	324	1,944	3,977	5	6	275	6,865
Total for 1885-86 -	198	85	769	2,821	4,907	—	—	693	9,473
Total for 1884-85 -	49	105	262	1,006	5,799	65	—	942	8,228
Total for 1883-84 -	333	338	469	1,607	4,066	4	—	814	7,621
Total for 1882-83 -	337	131	851	1,308	5,483	21	2	263	8,346
Total for 1881-82 -	339	196	507	2,355	5,257	1	10	408	9,073
Total for 1880-81 -	234	84	738	1,457	3,776	11	3	329	6,632
Total for 1879-80 -	213	108	627	2,194	4,791	50	8	291	8,282
Total for 1878-79 -	324	76	795	2,439	5,216	—	—	1,000	9,850
Total for 1877-78 -	256	178	894	1,036	4,768	—	7	1,484	8,121
Total for 1876-77 -	339	133	505	1,321	6,320	30	—	322	8,996

Shipping Casualties in Rivers and Harbours.

TABLE 64. Totals:—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June, 1859, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	5	342	29	4,910	80	45,828	114	51,080
Collisions	7	381	136	14,957	452	73,917	595	89,255
Other Causes	3	1,038	36	6,294	54	14,033	93	21,365
TOTAL	15	1,761	201	26,161	586	133,778	802	161,700
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	583	110	85,577	304	273,404	415	359,564
Collisions	4	3,075	229	167,543	823	547,973	1,056	718,591
Other Causes	—	—	61	42,853	93	79,088	154	121,941
TOTAL	5	3,658	400	295,973	1,220	900,465	1,625	1,200,096
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	6	925	139	90,487	384	319,232	529	410,644
Collisions	11	3,456	365	182,500	1,275	621,890	1,651	807,846
Other Causes	3	1,038	97	49,147	147	93,121	247	143,306
TOTAL	20	5,419	601	322,134	1,806	1,034,243	2,427	1,361,796

Shipping Casualties in Rivers and Harbours.

TABLE 65. **Home and Foreign Trades:**—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	5	342	23	1,908	45	4,597	73	6,847
Collisions	7	381	124	8,299	413	33,600	544	42,280
Other Causes	2	84	31	2,305	43	4,422	76	6,811
TOTAL	14	807	178	12,512	501	42,619	693	55,938
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	6	3,002	35	41,231	41	44,233
Collisions	—	—	12	6,658	39	40,317	51	46,975
Other Causes	1	954	5	3,989	11	9,611	17	14,554
TOTAL	1	954	23	13,649	85	91,159	109	105,762
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	5	342	29	4,910	80	45,828	114	51,080
Collisions	7	381	136	14,957	452	73,917	596	89,255
Other Causes	3	1,038	36	6,294	54	14,033	93	21,365
TOTAL	15	1,761	201	26,161	586	133,778	802	161,700

(b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	583	43	9,351	104	34,166	148	44,100
Collisions	2	384	107	35,501	466	157,558	675	193,423
Other Causes	—	—	25	4,256	43	10,791	68	15,047
TOTAL	3	947	175	49,108	613	202,515	791	252,570
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	67	76,226	200	239,238	267	315,464
Collisions	2	2,711	122	132,042	357	390,415	481	525,168
Other Causes	—	—	36	38,597	50	68,297	86	106,894
TOTAL	2	2,711	225	246,865	607	697,950	834	947,526
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	583	110	85,577	304	273,404	415	359,564
Collisions	4	3,075	229	167,543	823	547,973	1,056	718,591
Other Causes	—	—	61	42,853	93	79,088	154	121,941
TOTAL	5	3,658	400	295,973	1,220	900,465	1,625	1,200,096

(c.) Total.

(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	6	925	66	11,259	149	38,763	221	50,947
Collisions	9	745	231	43,800	879	191,158	1,119	235,703
Other Causes	2	84	56	6,561	88	15,213	144	21,858
TOTAL	17	1,754	353	61,620	1,114	245,134	1,484	308,508
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	73	79,223	235	280,469	308	359,697
Collisions	2	2,711	134	138,700	396	430,732	532	672,143
Other Causes	1	954	41	42,588	61	77,998	103	121,443
TOTAL	3	3,665	248	260,514	692	789,199	943	1,053,288
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	6	925	139	90,487	384	319,232	529	410,644
Collisions	11	3,456	365	182,500	1,275	621,890	1,651	897,846
Other Causes	3	1,038	97	49,147	147	93,121	247	143,306
TOTAL	20	5,419	601	322,134	1,806	1,034,243	2,427	1,361,796

Shipping Casualties in Rivers and Harbours.

TABLE 66. **Totals:**—Statement showing the Number and Tonnage of **Seagoing Vessels** registered in **British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	—	—	—	—	—	—	—	—
Strandings - - -	—	—	4	1,783	4	3,752	8	5,485
Collisions - - -	2	963	10	3,461	25	14,010	37	18,434
Other Causes - - -	6	1,799	6	3,788	1	44	13	5,581
TOTAL - - -	8	2,762	20	8,932	30	17,806	58	29,500
(b.) Steam Vessels.								
Foundering - - -	1	51	—	—	—	—	1	51
Strandings - - -	—	—	1	561	2	2,442	3	3,003
Collisions - - -	—	—	6	2,876	9	4,207	15	7,083
Other Causes - - -	2	153	1	12	—	—	3	165
TOTAL - - -	3	204	8	3,449	11	6,649	22	10,302
(c.) Total.								
Foundering - - -	1	51	—	—	—	—	1	51
Strandings - - -	—	—	5	2,294	6	6,194	11	8,488
Collisions - - -	2	963	16	6,337	34	18,217	52	25,517
Other Causes - - -	8	1,952	7	3,750	1	44	16	5,746
TOTAL - - -	11	2,966	28	12,381	41	24,455	80	39,802

Shipping Casualties in Rivers and Harbours.

TABLE 67. Totals:—Statement showing the Number and Tonnage of **River Craft** registered in the **United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	2	80	1	37	—	—	3	117
Strandings	2	71	16	662	23	1,254	41	1,987
Collisions	—	—	3	167	2	108	5	275
Other Causes	—	—	—	—	—	—	—	—
TOTAL	4	151	20	866	25	1,362	49	2,379
(b.) Steam Vessels.								
Foundering	1	5	—	—	—	—	1	5
Strandings	2	207	16	1,961	3	211	4	232
Collisions	—	—	5	117	3	173	8	3,894
Other Causes	—	—	—	—	—	—	—	290
TOTAL	3	212	22	2,099	58	2,110	83	4,421
(c.) Total.								
Foundering	1	5	2	58	3	211	1	5
Strandings	2	80	32	2,623	75	2,980	111	5,881
Collisions	4	278	8	284	5	281	13	565
Other Causes	—	—	—	—	—	—	—	—
TOTAL	7	363	42	2,965	83	3,472	132	6,800

Shipping Casualties in Rivers and Harbours.

TABLE 68. Totals:—Statement showing the Number and Tonnage of **River Craft** registered in **British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	1	517	—	—	—	—	1	517
Strandings	4	818	5	1,141	—	—	9	1,959
Collisions	—	—	—	—	—	—	—	—
Other Causes	1	84	2	536	—	—	3	620
TOTAL	6	1,419	7	1,677	—	—	13	3,096
(b.) Steam Vessels.								
Foundering	1	119	—	—	—	—	1	119
Strandings	2	107	1	135	—	—	3	242
Collisions	—	—	—	—	—	—	—	—
Other Causes	1	14	1	146	—	—	2	160
TOTAL	4	240	2	281	—	—	6	521
(c.) Total.								
Foundering	2	636	—	—	—	—	2	636
Strandings	6	925	6	1,276	—	—	12	2,201
Collisions	—	—	—	—	—	—	—	—
Other Causes	2	98	3	682	—	—	5	780
TOTAL	10	1,659	9	1,958	—	—	19	3,617

Shipping Casualties in Rivers and Harbours.

TABLE 69. Totals:—Statement showing the Number and Tonnage of **Unregistered Seagoing Vessels belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	1	5	1	5
Collisions	—	—	—	—	10	1,660	10	1,660
Other Causes	1	7	—	—	2	2,216	3	2,223
TOTAL	1	7	—	—	13	3,881	14	3,888
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	—	—	—	—
Collisions	—	—	1	425	32	29,604	33	30,029
Other Causes	—	—	—	—	1	2,770	1	2,770
TOTAL	—	—	1	425	33	32,374	34	32,799
(c.) Total.								
Foundering	—	—	—	—	1	5	1	5
Strandings	—	—	—	—	42	31,264	43	31,689
Collisions	—	—	1	425	3	4,986	4	4,993
Other Causes	1	7	—	—	—	—	—	—
TOTAL	1	7	1	425	46	36,255	48	36,687

Note.—Only two casualties were reported during 1888–89 as having occurred in Rivers and Harbours to unregistered seagoing vessels belonging to British Possessions Abroad. One was the total loss (other cause) of a sailing vessel of 210 tons, and the other a minor casualty (collision) to a sailing vessel of 9 tons. The casualties were unattended with loss of life.

Shipping Casualties in Rivers and Harbours.

TABLE 70. Totals:—Statement showing the Number and Tonnage of **Unregistered River Craft belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	5	124	1	40	—	—	1	40
Collisions	1	2,214	77	4,566	173	14,511	255	19,291
Other Causes	—	—	11	471	4	149	16	2,834
TOTAL	6	2,338	89	5,077	177	14,660	272	22,075
(b.) Steam Vessels.								
Foundering	1	5	—	—	—	—	1	5
Strandings	—	—	2	15	1	10	3	25
Collisions	2	175	4	320	5	230	11	725
Other Causes	—	—	3	25	—	—	3	25
TOTAL	3	180	9	360	6	240	19	780
(c.) Total.								
Foundering	1	5	—	—	—	—	1	5
Strandings	—	—	3	55	1	10	4	65
Collisions	3	299	81	4,886	178	14,741	266	19,920
Other Causes	1	2,214	14	496	4	149	19	2,859
TOTAL	5	2,518	98	5,437	183	14,900	290	22,850

Shipping Casualties in Rivers and Harbours.

TABLE 71. Totals:—Statement showing the Number and Tonnage of **Unregistered River Craft belonging to British Possessions Abroad** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	1	156	—	—	—	—	1	156
Strandings	—	—	3	663	—	—	3	663
Collisions	—	—	6	1,061	3	940	9	2,001
Other Causes	2	1,300	—	—	—	—	2	1,300
TOTAL	3	1,456	9	1,724	3	940	15	4,120
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	425	5	2,253	2	2,138	8	4,816
Collisions	3	120	4	992	5	1,200	12	2,312
Other Causes	—	—	—	—	—	—	—	—
TOTAL	4	545	9	3,245	7	3,338	20	7,128
(c.) Total.								
Foundering	1	156	—	—	—	—	1	156
Strandings	1	425	8	2,916	2	2,138	11	5,479
Collisions	3	120	10	2,053	8	2,140	21	4,313
Other Causes	2	1,300	—	—	—	—	2	1,300
TOTAL	7	2,001	18	4,969	10	4,278	35	11,248

Shipping Casualties in Rivers and Harbours.

TABLE 72. Totals:—Statement showing the Number and Tonnage of **Yachts and Pleasure Boats belonging to the United Kingdom** to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	2	14	2	14
Strandings	—	—	—	—	9	145	10	146
Collisions	—	—	1	8	1	2	2	10
Other Causes	—	—	—	—	—	—	—	—
TOTAL	—	—	2	9	12	161	14	170
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	1	26	1	15	2	41
Collisions	—	—	4	326	4	510	8	836
Other Causes	—	—	—	—	1	142	1	142
TOTAL	—	—	5	352	6	667	11	1,019
(c.) Total.								
Foundering	—	—	1	26	—	—	—	—
Strandings	—	—	5	327	3	20	4	55
Collisions	—	—	5	8	5	555	18	982
Other Causes	—	—	1	—	2	144	3	152
TOTAL	—	—	7	361	18	828	25	1,189

Note.—Only one harbour casualty was reported during 1888-89 as having occurred to a Yacht belonging to a British Possession Abroad. This was a serious casualty through collision to a Sailing Yacht of 13 tons. There was no loss of life.

Shipping Casualties in Rivers and Harbours.

TABLE 73. Totals:—Statement showing the Number and Tonnage of **Fishing Vessels** belonging to the United Kingdom to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering -	—	—	—	—	—	—	—	—
Strandings -	—	—	—	—	18	683	18	683
Collisions -	1	20	10	307	81	3,157	92	3,484
Other Causes -	1	36	12	378	8	331	21	745
TOTAL	2	56	22	685	107	4,171	131	4,912
(b.) Steam Vessels.								
Foundering -	—	—	—	—	—	—	—	—
Strandings -	—	—	2	10	5	132	7	142
Collisions -	—	—	—	—	7	143	7	143
Other Causes -	—	—	1	8	3	138	4	146
TOTAL	—	—	3	18	15	413	18	431
(c.) Total.								
Foundering -	—	—	—	—	—	—	—	—
Strandings -	—	—	2	10	23	815	25	835
Collisions -	1	20	10	307	88	3,300	99	3,627
Other Causes -	1	36	13	386	11	469	25	891
TOTAL	2	56	25	703	122	4,534	149	5,343

Note.—No Casualties were reported during 1888-89 as having occurred in Rivers and Harbours to Fishing Vessels belonging to British Possessions Abroad.

Shipping Casualties in Rivers and Harbours.

TABLE 74. Totals:—Statement showing the Number and Tonnage of **Foreign Vessels** (including Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties in Rivers and Harbours in British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering -	1	142	—	—	—	—	1	142
Strandings -	1	216	7	3,923	23	13,532	31	17,671
Collisions -	—	—	12	4,855	72	38,782	84	43,437
Other Causes -	—	—	6	1,236	3	547	9	1,783
TOTAL	2	358	25	9,814	98	52,861	125	63,033
(b.) Steam Vessels.								
Foundering -	—	—	6	3,239	—	—	—	—
Strandings -	—	—	—	—	9	8,502	15	9,741
Collisions -	—	—	12	7,405	80	40,685	72	48,090
Other Causes -	—	—	3	3,149	2	1,027	5	4,176
TOTAL	—	—	21	13,793	71	48,214	92	62,007
(c.) Total.								
Foundering -	1	142	—	—	—	—	1	142
Strandings -	1	216	13	7,162	32	20,034	46	27,412
Collisions -	—	—	24	12,060	132	79,467	156	91,527
Other Causes -	—	—	9	4,385	5	1,574	14	5,959
TOTAL	2	358	46	23,607	169	101,075	217	125,040

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours.—Grand Totals:—
Statement showing the Number of **Lives Lost in British and Foreign Vessels of all Kinds by Casualties which occurred to such Vessels in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889**, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to Foreign Vessels in Rivers and Harbours of British Possessions Abroad, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Number and Description of the Vessels in which the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Description of the Vessels.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.	
	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.
(1.) LIVES LOST IN VESSELS TOTALLY LOST.												
Seagoing Merchant Vessels registered in British Poss. Abroad	—	—	—	—	1	2	1	3	—	—	2	5
River Craft registered in the United Kingdom	—	—	—	—	1	1	—	—	—	—	1	1
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	1	2	—	—	—	—	2	2
Fishing Vessels belonging to the United Kingdom	—	—	—	—	1	2	—	—	—	—	1	2
TOTAL	—	—	—	—	5	7	—	1	3	—	6	10
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	3	3	2	1	1	—	5	4
River Craft registered in the United Kingdom	—	—	—	—	1	1	1	2	—	—	2	3
River Craft registered in British Possessions Abroad	—	—	1	2	—	—	—	—	—	—	1	2
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	1	1	1	1	—	—	2	2
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	1	1	—	—	—	—	1	1
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	1	2	—	—	1	2
Foreign Vessels	—	—	—	—	—	—	1	—	1	—	1	1
TOTAL	—	—	1	2	6	6	6	6	2	—	13	20
(3.) TOTAL.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	3	3	2	1	1	—	5	4
Seagoing Merchant Vessels registered in British Poss. Abroad	—	—	—	—	1	2	1	3	—	—	2	5
River Craft registered in the United Kingdom	—	—	—	—	2	2	1	2	—	—	3	4
River Craft registered in British Possessions Abroad	—	—	1	2	—	—	—	—	—	—	1	2
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	3	3	1	1	—	—	4	4
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	1	1	—	—	—	—	1	1
Fishing Vessels belonging to the United Kingdom	—	—	—	—	1	2	1	2	—	—	2	4
Foreign Vessels	—	—	—	—	—	—	1	—	1	—	1	1
TOTAL	—	—	1	2	11	13	7	9	2	—	19	30

(b.) Lives Lost in Steam Vessels.

(1.) LIVES LOST IN VESSELS TOTALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	2	9	—	—	—	—	2	9
Seagoing Merchant Vessels registered in British Poss. Abroad	1	1	—	—	—	—	—	—	—	—	1	1
Unregistered River Craft belonging to the United Kingdom	1	2	—	—	—	—	—	—	—	—	2	2
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	3	4	36	—	—	—	3	4
TOTAL	2	3	—	—	5	13	36	—	—	—	7	16
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	1	1	4	4	11	—	5	5
River Craft registered in the United Kingdom	—	—	—	—	1	1	1	1	—	—	2	2
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	—	—	—
Foreign Vessels	—	—	—	—	—	—	1	1	—	—	1	1
TOTAL	—	—	—	—	3	2	6	6	11	—	9	8
(3.) TOTAL.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	3	10	4	4	11	—	7	14
Seagoing Merchant Vessels registered in British Poss. Abroad	1	1	—	—	1	1	1	1	—	—	2	2
River Craft registered in the United Kingdom	—	—	—	—	—	—	—	—	—	—	—	—
Unregistered River Craft belonging to the United Kingdom	1	2	—	—	—	—	—	—	—	—	2	2
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	3	4	36	—	—	—	3	4
Foreign Vessels	—	—	—	—	1	2	1	1	—	—	1	1
TOTAL	2	3	—	—	8	15	37	6	11	—	16	24

(c.) Total.

(1.) LIVES LOST IN VESSELS TOTALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	2	9	—	—	—	—	2	9
Seagoing Merchant Vessels registered in British Poss. Abroad	1	1	—	—	1	2	—	1	3	—	2	6
River Craft registered in the United Kingdom	—	—	—	—	1	1	—	—	—	—	1	1
Unregistered River Craft belonging to the United Kingdom	1	2	—	—	2	2	—	—	—	—	3	4
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	3	4	36	—	—	—	3	4
Fishing Vessels belonging to the United Kingdom	—	—	—	—	1	2	—	—	—	—	1	2
TOTAL	2	3	—	—	10	20	36	1	3	—	13	26
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	4	4	6	5	12	—	10	9
River Craft registered in the United Kingdom	—	—	—	—	2	2	2	3	—	—	4	5
River Craft registered in British Possessions Abroad	—	—	1	2	—	—	—	—	—	—	1	2
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	2	1	1	1	—	—	3	2
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	1	1	—	—	—	—	1	1
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	2	2	1	—	2	1
Foreign Vessels	—	—	—	—	—	—	1	1	—	—	1	1
TOTAL	—	—	1	2	9	8	12	12	13	—	22	28
(3.) TOTAL.												
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	6	13	6	5	12	—	12	18
Seagoing Merchant Vessels registered in British Poss. Abroad	1	1	—	—	1	3	1	3	—	—	2	6
River Craft registered in the United Kingdom	—	—	—	—	3	3	2	3	—	—	5	8
River Craft registered in British Possessions Abroad	—	—	1	2	—	—	—	—	—	—	1	2
Unregistered River Craft belonging to the United Kingdom	1	2	—	—	4	3	1	1	—	—	6	5
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	4	5	36	—	—	—	4	5
Fishing Vessels belonging to the United Kingdom	—	—	—	—	1	2	1	2	1	—	2	4
Foreign Vessels	—	—	—	—	—	—	2	1	1	—	2	4
TOTAL	2	3	1	2	19	28	37	13	15	13	35	54

Deaths in Rivers and Harbours.

TABLE 76. Deaths in Rivers and Harbours from all Causes.—Grand Totals :
—Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1888–9, or were reported during that period as having occurred in Rivers and Harbours Abroad.
- (2.) Accidents other than Wreck or Casualty reported during 1888–9.
- (3.) Disease, Murder, Suicide, &c. reported during 1888–9, distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and further distinguishing the Number of Crew Lost from the Number of Passengers Lost.

	Lives Lost in Sailing Vessels.		Lives Lost in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
(a.) Lives Lost in the Home Trade.						
Wrecks of, and Casualties to, the Vessels.	4	—	1	1	5	1
Accidents other than Wreck or Casualty.	56	1	37	—	93	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	25	—	19	1	44	1
TOTAL - - -	85	1	57	2	142	3
(b.) Lives Lost in the Foreign Trade.						
Wrecks of, and Casualties to, the Vessels.	—	1	13	10	13	11
Accidents other than Wreck or Casualty.	78	—	172	2	250	2
Disease, Murder, Homicide, Suicide, and Unknown Causes.	166	10	266	48	432	58
TOTAL - - -	244	11	451	60	695	71
(c.) Total.						
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	4	1	14	11	18	12
Accidents other than Wreck or Casualty.	134	1	209	2	343	3
Disease, Murder, Homicide, Suicide, and Unknown Causes.	191	10	285	49	476	59
TOTAL - - -	329	12	508	62	887	74

Note.—This Table does not include Lascars lost other than by wreck or casualty. See Note, Table 18.

Deaths in Rivers and Harbours.

TABLE 77. Deaths in Rivers and Harbours from all Causes.—Grand Totals:
—Statement showing the Total Number of Deaths in Rivers and Harbours in **Seagoing Vessels** registered in **British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1888–9, or were reported during that period as having occurred in Rivers and Harbours Abroad.
- (2.) Accidents other than Wreck reported during 1888–9.
- (3.) Disease, Murder, Suicide, &c. reported during 1888–9, distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	5	—	1	—	6	—
Accidents other than Wreck or Casualty.	18	—	1	—	19	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	56	1	3	1	59	2
TOTAL - -	79	1	5	1	84	2

Note.—This Table does not include Lascars. See Note, Table 35.

Deaths in Rivers and Harbours.

TABLE 78. Deaths in Rivers and Harbours from all Causes:—Statement showing the Total Number of Deaths in Rivers and Harbours in **Fishing Vessels** belonging to the **United Kingdom** arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1888–9, or were reported during that period as having occurred in Rivers and Harbours Abroad.
- (2.) Accidents other than Wreck or Casualty reported during 1888–9.
- (3.) Disease, Murder, Suicide, &c. reported during 1888–9, distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	4	—	—	—	4	—
Accidents other than Wreck or Casualty.	14	—	2	—	16	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	6	—	—	—	6	—
TOTAL - - -	24	—	2	—	26	—

Note.—No loss of life from any cause was reported during 1888–89 as having occurred in Rivers and Harbours in Fishing Vessels belonging to British Possessions Abroad.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 79. Grand Totals.—Shipping Casualties everywhere :—Statement showing the Number and Tonnage of **Vessels Registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered) which met with **CASUALTIES** on or near the Coasts, or in **RIVERS AND HARBOURS**, of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with **CASUALTIES ELSEWHERE**, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 64.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	37	9,252	—	—	—	—	37	9,252
Strandings	138	48,116	172	37,142	381	128,348	691	213,606
Collisions	35	14,370	288	66,199	799	154,616	1,122	235,185
Other Causes	20	12,634	312	168,258	806	354,940	1,138	535,832
Missing Vessels	29	14,517	—	—	—	—	29	14,517
TOTAL	259	98,889	772	271,599	1,986	637,904	3,017	1,008,392
(b.) Steam Vessels.								
Foundering	14	10,942	—	—	—	—	14	10,942
Strandings	60	41,482	377	295,661	721	630,718	1,158	967,861
Collisions	33	25,594	420	328,628	1,259	864,102	1,712	1,218,324
Other Causes	7	2,324	605	518,983	703	604,943	1,315	1,126,250
Missing Vessels	5	3,853	—	—	—	—	5	3,853
TOTAL	119	84,195	1,402	1,143,272	2,683	2,099,763	4,204	3,327,230
(c.) Total.								
Foundering	51	20,194	—	—	—	—	51	20,194
Strandings	198	89,598	549	332,803	1,102	759,066	1,849	1,181,467
Collisions	68	39,964	708	394,827	2,058	1,018,718	2,834	1,453,509
Other Causes	27	14,958	917	687,241	1,509	959,883	2,453	1,662,082
Missing Vessels	34	18,370	—	—	—	—	34	18,370
TOTAL	378	183,084	2,174	1,414,871	4,669	2,737,667	7,221	4,335,622

Deaths at Sea and in Rivers and Harbours.

TABLE 80. Deaths from all Causes everywhere.—Grand Totals:—Statement showing the Total Number of Deaths everywhere in **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels), arising from:—

(1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours of the United Kingdom, or were reported from Abroad during the Year 1888-9.

(2.) Accidents other than Wreck reported during 1888-9.

(3.) Disease, Murder, Suicide, &c. reported during 1888-9,

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 18 and 76.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
(a.) Deaths in the Home Trade.									
Wrecks of, and Casualties to, the Vessels.	127	—	2	36	—	3	163	—	5
Accidents other than Wreck or Casualty.	92	—	2	46	—	7	138	—	9
Disease, Murder, Homicide, Suicide, and Unknown Causes.	30	—	—	21	—	7	51	—	7
TOTAL	249	—	4	103	—	17	352	—	21
(b.) Deaths in the Foreign Trade.									
Wrecks of, and Casualties to, the Vessels.	403	—	67	330	66	733	733	66	800
Accidents other than Wreck or Casualty.	374	1	1	317	11	23	691	12	24
Disease, Murder, Homicide, Suicide, and Unknown Causes.	370	5	235	482	136	639	852	141	874
TOTAL	1,147	6	303	1,129	213	1,395	2,276	219	1,698
(c.) Total.									
Wrecks of, and Casualties to, the Vessels.	530	—	69	366	66	736	896	66	805
Accidents other than Wreck or Casualty.	466	1	3	363	11	30	829	12	33
Disease, Murder, Homicide, Suicide, and Unknown Causes.	400	5	235	503	136	646	903	141	881
TOTAL	1,396	6	307	1,232	213	1,412	2,628	219	1,719

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 81. **Grand Totals.—Shipping Casualties everywhere :—**Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom, to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	64	10,031	—	—	—	—	64	10,031
Strandings	195	50,973	247	39,937	508	133,081	950	223,991
Collisions	75	15,891	561	80,702	1,624	210,266	2,260	306,859
Other Causes	34	15,281	561	180,476	1,502	394,360	2,097	590,117
Missing Vessels	46	15,356	—	—	—	—	46	15,356
TOTAL	414	107,532	1,369	301,115	3,634	737,707	5,417	1,146,354
(b.) Steam Vessels.								
Foundering	19	10,973	—	—	—	—	19	10,973
Strandings	62	41,528	393	305,716	746	633,430	1,201	980,674
Collisions	37	25,976	453	338,432	1,424	923,040	1,914	1,287,448
Other Causes	7	2,324	656	521,346	773	610,277	1,436	1,133,947
Missing Vessels	7	3,994	—	—	—	—	7	3,994
TOTAL	132	84,795	1,502	1,165,494	2,943	2,166,747	4,577	3,417,036
(c.) Total.								
Foundering	83	21,004	—	—	—	—	83	21,004
Strandings	257	92,501	640	345,653	1,254	766,511	2,151	1,204,665
Collisions	112	41,867	1,014	419,134	3,048	1,133,306	4,174	1,594,307
Other Causes	41	17,605	1,217	701,822	2,275	1,004,637	3,533	1,724,064
Missing Vessels	53	19,350	—	—	—	—	53	19,350
TOTAL	546	192,327	2,871	1,466,609	6,577	2,904,454	9,994	4,563,390

Note.—The total number of Persons lost in Vessels belonging to the United Kingdom, by Casualties at Sea and in Rivers and Harbours, was 2,053, of whom 1,241 were Crew and 812 Passengers. Of these only 34 Crew and 13 Passengers were lost in Rivers and Harbours. For details of loss of life by the casualties included in this Table see Tables 50 and 75.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 82. **Grand Totals.—Shipping Casualties everywhere :—**Statement showing the Number and Tonnage of **Vessels Registered in the United Kingdom and in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels and River Craft so Registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 36, 64, and 66.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	59	13,550	—	—	—	—	59	13,550
Strandings	266	71,040	243	61,061	436	151,889	945	283,990
Collisions	47	20,616	340	80,274	863	184,874	1,250	285,764
Other Causes	48	24,212	443	233,841	918	405,410	1,409	663,463
Missing Vessels	42	16,149	—	—	—	—	42	16,149
TOTAL	462	145,567	1,026	375,176	2,217	742,173	3,705	1,262,916
(b.) Steam Vessels.								
Foundering	17	11,067	—	—	—	—	17	11,067
Strandings	69	44,043	397	302,256	742	639,655	1,208	985,954
Collisions	35	25,901	433	334,834	1,278	872,278	1,746	1,233,013
Other Causes	13	3,118	619	525,178	714	608,617	1,346	1,136,913
Missing Vessels	5	3,853	—	—	—	—	5	3,853
TOTAL	139	87,982	1,449	1,162,268	2,734	2,120,550	4,322	3,370,800
(c.) Total.								
Foundering	76	24,617	—	—	—	—	76	24,617
Strandings	335	115,083	640	363,817	1,178	791,544	2,153	1,269,944
Collisions	82	46,517	773	415,108	2,141	1,057,152	2,996	1,518,777
Other Causes	61	27,330	1,062	759,019	1,632	1,014,027	2,755	1,800,376
Missing Vessels	47	20,002	—	—	—	—	47	20,002
TOTAL	601	233,549	2,475	1,537,444	4,951	2,862,723	8,027	4,633,716

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 83. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts, Fishing Vessels and River Craft so registered) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 37 and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	7	8,421	16	—	16	5	5,197	28	—	28	12	8,618	44	—	44
Strandings	29	16,227	127	22	149	8	5,485	63	4	72	37	21,712	195	26	221
Collisions	11	6,947	55	4	59	15	15,299	173	12	185	26	22,246	228	16	244
Other Causes	6	2,534	15	—	15	1	1,384	1	—	1	7	3,918	16	—	16
Missing Vessels	42	16,149	405	45	450	5	3,853	133	703	844	47	20,002	541	753	1,294
TOTAL	95	45,278	618	71	689	34	31,213	406	724	1,130	129	76,496	1,024	795	1,819
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	4	386	7	—	7	2	3,397	3	1	4	6	3,783	10	1	11
Collisions	6	2,457	7	—	7	4	3,902	3	1	4	10	6,359	10	1	11
Other Causes	45	39,581	54	1	55	23	27,740	35	18	53	68	67,321	89	19	108
TOTAL	55	42,424	68	1	69	29	35,039	41	20	61	84	77,463	109	21	130
(c.) Total.															
Foundering	7	8,421	16	—	16	5	5,197	28	—	28	12	8,618	44	—	44
Strandings	33	16,613	134	22	156	10	8,882	71	5	76	43	25,495	205	27	232
Collisions	17	9,404	62	4	66	19	19,201	176	13	189	36	28,605	238	17	255
Other Causes	51	42,115	69	1	70	24	29,124	36	18	54	75	71,239	105	19	124
Missing Vessels	42	16,149	405	45	450	5	3,853	133	703	844	47	20,002	541	753	1,294
TOTAL	150	87,702	686	72	758	63	66,257	447	744	1,191	213	158,959	1,183	816	1,940

Deaths at Sea and in Rivers and Harbours.

TABLE 84. Deaths from all Causes everywhere.—Grand Totals:—Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels), arising from:—

(1) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours of the United Kingdom, or were reported from Abroad, during the Year 1888–9.

(2) Accidents other than Wreck reported during 1888–9.

(3) Disease, Murder, Suicide, &c., reported during 1888–9.

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers. (Totals of Tables 38, 76, and 77.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels	686	—	72	375	72	744	1,061	72	816
Accidents other than Wreck or Casualty	590	1	3	365	13	30	955	14	33
Disease, Murder, Homicide, Suicide, and unknown Causes.	513	7	238	511	142	661	1,024	149	899
TOTAL LOSS OF LIFE EVERYWHERE IN BRITISH REGISTERED SEAGOING MERCHANT VESSELS	1,789	8	513	1,251	227	1,435	3,040	235	1,748

† Of this number only 36 lives were lost in Rivers and Harbours.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 85. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of **all Vessels** (Registered and Unregistered, Seagoing and River Craft, Merchant and Fishing Vessels and Yachts) belonging to the **United Kingdom and to British Possessions Abroad** to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 51, 66, 68, 71, and 81, and notes to Tables 69 and 72.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering - - -	93	15,720	—	—	—	—	93	15,720
Strandings - - -	345	75,901	332	65,946	565	156,799	1,242	298,646
Collisions - - -	92	22,242	621	95,852	1,697	242,163	2,410	360,257
Other Causes - - -	71	28,647	700	246,808	1,621	446,887	2,392	722,342
Missing Vessels - -	60	17,030	—	—	—	—	60	17,030
TOTAL - - -	661	159,540	1,653	408,606	3,883	845,849	6,197	1,413,995
(b.) Steam Vessels.								
Foundering - - -	23	11,217	—	—	—	—	23	11,217
Strandings - - -	74	44,621	421	315,139	770	644,563	1,265	1,004,323
Collisions - - -	42	26,403	470	345,630	1,449	932,841	1,961	1,304,874
Other Causes - - -	14	3,132	673	528,775	784	613,951	1,471	1,145,858
Missing Vessels - -	7	3,994	—	—	—	—	7	3,994
TOTAL - - -	160	89,367	1,564	1,189,544	3,003	2,191,355	4,727	3,470,266
(c.) Total.								
Foundering - - -	116	26,937	—	—	—	—	116	26,937
Strandings - - -	419	120,522	753	381,085	1,335	801,362	2,507	1,302,969
Collisions - - -	134	48,645	1,091	441,482	3,146	1,175,004	4,371	1,665,131
Other Causes - - -	85	31,779	1,373	775,583	2,405	1,060,838	3,863	1,868,200
Missing Vessels - -	67	21,024	—	—	—	—	67	21,024
TOTAL - - -	821	248,907	3,217	1,598,150	6,886	3,037,204	10,924	4,884,261

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 86. **Seamen and Passengers Lost by Shipping Casualties everywhere.**
—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to the United Kingdom and to British Possessions Abroad by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1889, or which were reported during the same period as having met with Casualties elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 50, 52, and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	20	3,540	49	—	49	7	5,205	38	—	38	27	8,745	87	—	87
Strandings	33	16,291	134	22	156	8	5,485	68	4	72	41	21,776	202	26	228
Collisions	22	7,178	79	4	83	18	15,419	177	48	225	40	22,597	256	52	308
Other Causes	9	2,550	23	2	25	1	1,384	1	—	1	10	3,934	24	2	26
Missing Vessels	60	17,030	538	45	583	7	3,994	152	709	861	67	21,024	690	754	1,444
TOTAL	144	46,589	823	73	896	41	31,487	436	761	1,197	185	78,076	1,259	834	2,093
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	8	788	23	1	24	2	3,397	3	1	4	10	4,185	26	2	28
Collisions	14	2,617	16	—	16	6	3,924	4	2	6	20	6,541	20	2	22
Other Causes	97	41,585	130	3	133	28	27,874	41	18	59	125	69,459	171	21	192
TOTAL	119	44,990	169	4	173	36	35,195	48	21	69	155	80,185	217	25	242
(c.) Total.															
Foundering	20	3,540	49	—	49	7	5,205	38	—	38	27	8,745	87	—	87
Strandings	41	17,079	157	23	180	10	8,882	71	5	76	51	25,961	228	28	256
Collisions	36	9,795	95	4	99	24	19,343	181	50	231	60	29,138	276	54	330
Other Causes	106	44,135	153	5	158	29	29,258	42	18	60	135	73,393	195	23	218
Missing Vessels	60	17,030	538	45	583	7	3,994	152	709	861	67	21,024	690	754	1,444
TOTAL	263	91,579	992	77	1,069	77	66,682	484	782	1,266	340	158,261	1,476	859	2,335

Inquiries into Casualties at Home and Abroad.

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates:—Statement showing the RESULTS of INQUIRIES into the CAUSES of SHIPPING CASUALTIES ordered to be held at HOME during the Year ended 30th June 1889, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, showing also the NATURE of the CASUALTIES, and distinguishing, in the Case of HOME INQUIRIES, those held before MAGISTRATES from those held before INSPECTORS; also the TOTAL NUMBER of INQUIRIES held in each of the ten preceding Years.

Nature of the Casualties.	Neglect, &c. of those on Board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.								
(a.) Inquiries at Home before the Wreck Commissioner.												
Totals for 1888-89	—	1	6	7	—	2	—	4	1	—	—	14
Totals for 1887-88	3	19	10	32	—	4	—	12	1	1	2	53
Totals for 1886-87	—	20	13	33	—	7	—	4	1	8	1	54
Totals for 1885-86	2	16	18	36	3	3	—	6	4	4	—	56
Totals for 1884-85	—	13	19	32	—	9	1	5	3	8	1	59
Totals for 1883-84	2	12	22	36	6	10	1	4	2	12	—	81
Totals for 1881-82	2	12	26	40	2	5	4	3	2	9	2	72
Totals for 1880-81	1	18	16	35	3	6	—	7	2	1	—	64
Totals for 1879-80	1	16	10	27	7	4	1	4	—	9	—	62
(b.) Inquiries at Home before Magistrates.												
Foundering and Abandonments.	—	2	—	2	—	4	—	1	—	—	—	7
Strandings	1	59	27	87	—	—	1	7	—	—	—	95
Collisions	—	1	15	16	—	—	1	—	—	—	—	17
Fires and Explosions	—	1	—	1	—	—	—	—	—	—	—	1
Other Casualties	—	1	1	2	—	1	—	—	—	—	—	3
Missing Vessels	—	—	—	—	—	—	—	1	—	1	—	2
Totals for 1888-89	1	64	43	108	—	5	2	9	—	1	—	125
Totals for 1887-88	1	55	42	98	1	2	1	10	4	2	1	119
Totals for 1886-87	1	67	28	96	2	3	—	21	5	6	2	135
Totals for 1885-86	—	63	41	104	—	1	—	10	4	7	1	127
Totals for 1884-85	—	52	43	95	—	1	1	9	4	11	—	121
Totals for 1883-84	1	31	47	78	3	6	2	15	7	7	2	120
Totals for 1882-83	1	43	57	101	6	8	3	26	3	21	2	165
Totals for 1881-82	1	45	40	86	1	6	2	20	1	16	4	136
Totals for 1880-81	3	55	32	90	2	5	6	21	6	14	—	144
Totals for 1879-80	4	43	31	78	—	6	5	29	1	22	—	141
(c.) Inquiries at Home before Inspectors.												
Foundering and Abandonments.	—	—	—	—	1	—	—	1	—	—	—	2
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	1	1	—	—	—	—	—	—	—	1
Fires and Explosions	—	—	2	2	2	—	1	—	2	—	—	7
Other Casualties	—	—	2	2	—	—	—	1	—	—	—	3
Missing Vessels	—	—	—	—	—	—	—	—	1	2	—	3
Totals for 1888-89	—	—	5	5	3	—	1	2	3	2	—	16
Totals for 1887-88	—	—	—	—	2	1	—	4	4	4	—	16
(d.) Inquiries in British Possessions Abroad.												
Foundering and Abandonments.	—	2	—	2	—	—	—	4	—	1	—	7
Strandings	—	15	17	32	—	—	1	19	6	1	—	59
Collisions	—	5	23	28	—	—	—	1	—	1	—	30
Fires and Explosions	—	—	—	—	—	—	1	—	2	—	1	4
Other Casualties	—	—	—	—	—	—	—	2	1	—	—	3
Missing Vessels	—	—	—	—	1	—	—	2	—	1	—	4
Totals for 1888-89	—	22	40	62	1	—	2	28	9	4	1	107
Totals for 1887-88	3	26	46	75	—	—	1	25	14	7	2	124
Totals for 1886-87	5	31	42	78	1	1	2	27	15	8	—	135
Totals for 1885-86	1	43	55	99	1	2	2	30	9	5	2	150
Totals for 1884-85	—	35	51	86	—	2	3	25	17	3	4	140
Totals for 1883-84	1	41	56	98	1	—	5	15	16	2	1	138
Totals for 1882-83	—	30	53	83	—	2	5	37	16	8	3	154
Totals for 1881-82	1	23	40	64	—	—	5	26	5	5	3	108
Totals for 1880-81	2	29	32	63	1	2	9	39	9	6	5	134
Totals for 1879-80	3	50	41	74	1	—	5	34	5	4	—	123

Inquiries into Casualties at Home and Abroad—*continued.*TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates—*continued.*

Nature of the Casualties.	Neglect, &c. of those on board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.								
(e.) Naval Courts Abroad.												
Foundering and Abandonments.	—	—	—	—	1	—	—	1	1	—	—	3
Strandings	—	2	5	7	—	—	—	8	2	1	—	18
Collisions	—	—	1	1	—	—	—	2	—	—	—	3
Fires and Explosions	—	—	1	1	—	—	—	—	6	—	—	7
Other Casualties	—	—	—	—	—	—	1	1	—	—	—	2
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
Totals for 1888-89	—	2	7	9	1	—	1	12	9	1	—	33
Totals for 1887-88	—	6	8	14	—	—	2	5	2	2	3	28
Totals for 1886-87	—	5	7	12	—	1	2	10	4	2	2	33
Totals for 1885-86	—	4	13	17	—	—	—	5	2	1	—	25
Totals for 1884-85	3	11	12	26	—	—	2	10	2	1	7	48
Totals for 1883-84	—	10	10	20	—	1	—	3	9	1	—	34
Totals for 1882-83	3	12	19	34	—	—	6	10	5	4	—	59
Totals for 1881-82	—	7	13	20	—	—	1	10	5	2	4	44
Totals for 1880-81	—	8	15	23	—	2	3	10	—	3	3	44
Totals for 1879-80	—	5	12	17	—	—	1	12	1	4	—	35
(f.) Total.												
Foundering and Abandonments.	—	4	—	4	2	4	—	7	1	1	—	19
Strandings	1	76	49	126	—	—	2	84	8	2	—	172
Collisions	—	6	40	46	—	—	1	3	—	1	—	51
Fires and Explosions	—	1	3	4	2	—	2	—	10	—	1	19
Other Casualties	—	1	3	4	—	1	1	4	1	—	—	11
Missing Vessels	—	—	—	—	1	—	—	3	1	4	—	9
Totals for 1888-89	1	88	95	184	5	5	6	51	21	8	1	281
Totals for 1887-88	4	88	102	194	3	5	4	48	25	15	7	301
Totals for 1886-87	9	122	87	218	3	9	5	70	28	17	6	356
Totals for 1885-86	1	130	132	263	1	10	2	49	16	21	4	356
Totals for 1884-85	3	119	134	243	3	6	6	50	27	19	11	365
Totals for 1883-84	1	95	132	228	4	16	8	38	35	18	4	351
Totals for 1882-83	6	97	151	254	12	15	15	85	29	45	5	469
Totals for 1881-82	4	87	119	210	5	11	12	64	13	32	13	360
Totals for 1880-81	6	110	95	211	6	15	18	77	17	24	8	376
Totals for 1879-80	8	94	94	196	8	10	12	79	7	39	—	351

Inquiries into Breaches of Discipline and Convictions for Criminal Offences.

TABLE 88. **Inquiries respecting Breaches of Discipline.—Masters' and Officers, Certificates:**—Statement showing the RESULTS of PROCEEDINGS instituted under the MERCHANT SHIPPING ACTS respecting BREACHES of DISCIPLINE committed by MASTERS and OFFICERS of BRITISH MERCHANT VESSELS at Home and Abroad during the Year ended 30th June 1889, distinguishing Proceedings held before TRIBUNALS at HOME from those held before TRIBUNALS in BRITISH POSSESSIONS Abroad, and from those held by NAVAL COURTS; also the TOTAL NUMBER of INQUIRIES held in each of the ten preceding Years.

Nature of Investigation.	Number of Investigations.	Number of Masters convicted.			Number of Officers convicted.			Total Number of Persons convicted.
		Certificates.		Censured or Admonished.	Certificates.		Censured or Admonished.	
		Cancelled.	Suspended.		Cancelled.	Suspended.		
Tribunals at Home - -	73	1	9	1	4	35	4	54
Tribunals in British Possessions Abroad - - }	2	—	—	1	—	—	—	1
Naval Courts - -	10	1	—	4	—	—	1	6
Totals for 1888-89 -	85	2	9	6	4	35	5	61
Totals for 1887-88 -	68	3	8	2	3	29	9	54
Totals for 1886-87 -	70	4	8	6	1	35	7	61
Totals for 1885-86 -	67	2	3	6	2	28	15	56
Totals for 1884-85 -	90	3	15	9	3	30	10	70
Totals for 1883-84 -	89	4	22	9	5	33	6	79
Totals for 1882-83 -	54	3	4	5	10	23	11	56
Totals for 1881-82 -	59	3	8	8	4	23	6	52
Totals for 1880-81 -	78	4	12	13	5	16	9	59
Totals for 1879-80 -	52	5	10	12	1	11	10	49

TABLE 89. **Convictions for Criminal Offences.—Certificates:**—Statement showing the NUMBER of MASTERS and OFFICERS of the MERCANTILE MARINE whose CERTIFICATES were CANCELLED or SUSPENDED by the BOARD of TRADE during the Year ended 30th June 1889, in consequence of their having been CONVICTED of CRIMINAL OFFENCES; also the TOTAL NUMBER of CERTIFICATES Cancelled or Suspended for the same reason in each of the ten preceding Years.

Sentences.	Masters' Certificates.		Officers' Certificates.		TOTAL.	
	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines - - -	—	—	1	1	1	1
Imprisonments - - -	2	—	1	—	3	—
Penal Servitude - - -	1	—	1	—	2	—
Totals for 1888-89 - -	3	—	3	1	6	1
Totals for 1887-88 - -	3	1	6	—	9	1
Totals for 1886-87 - -	1	7	2	—	3	7
Totals for 1885-86 - -	3	8	7	2	10	10
Totals for 1884-85 - -	2	4	2	5	4	9
Totals for 1883-84 - -	4	—	5	2	9	2
Totals for 1882-83 - -	5	—	4	1	9	1
Totals for 1881-82 - -	1	1	1	1	2	2
Totals for 1880-81 - -	6	—	4	2	10	2
Totals for 1879-80 - -	4	4	7	4	11	8

APPENDIX A.

STATEMENT showing the Outlying SANDS and ROCKS on
the Coasts of the United Kingdom upon which Vessels have
Stranded.

APPENDIX A.

STATEMENT showing the outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Abertay Sand, mouth of the River Tay	-	1	1	1	1	-	1	-	-	-
Ailsa Craig, Firth of Clyde	-	1	2	-	-	1	1	-	-	1
Aldboro' Napes, Suffolk	-	-	1	-	-	-	-	-	1	-
Allen's Rock, near the Maidens	-	-	1	-	-	-	-	-	-	-
Ardlote Rock, Ardglass	-	1	1	-	-	-	-	-	-	-
Arklow Bank, off Wicklow	-	1	1	1	2	1	-	-	-	-
Arranman's Barrels, Argyleshire	-	-	1	-	1	-	-	1	-	1
Askew Spit, <i>see</i> Burbo Bank	-	-	-	-	-	-	-	-	-	-
Atherfield Ledge, Isle of Wight	-	1	2	-	1	3	2	3	3	-
Baggy Leap, Barnstaple Bay	-	-	1	-	-	-	1	-	-	-
Bahama Bank, Isle of Man	-	-	-	-	-	1	-	-	-	2
Baldoyle Bank	-	-	1	-	-	-	-	-	-	-
Barber Sand, Norfolk	-	1	3	3	1	4	1	-	1	-
Barnard Sand, off Kessingland	-	1	5	3	1	-	2	5	3	-
Barnhourie Bank, Solway Firth	-	-	3	-	-	-	-	-	1	-
Barrels, Pembrokeshire, <i>see</i> Hats and Barrels	-	-	-	-	-	-	-	-	-	-
Barrow Sand, Essex	-	1	4	-	3	-	7	4	3	-
Barry Island, Glamorganshire	-	-	2	-	1	1	2	-	-	-
Bass Rock, Firth of Forth	-	-	1	-	-	-	1	-	1	1
Batten Reef, Plymouth Sound	-	-	2	2	-	-	-	-	-	-
Battery Rocks, <i>see</i> Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-
Beacon Ledge, Scilly Isles	-	-	-	-	-	-	-	-	-	2
Beacon Rock, Castle Bay, Barra	-	-	1	-	-	-	-	-	-	-
Beacon Rocks, off Sunderland	-	-	-	-	-	-	1	-	-	-
Beimar Rock, Firth of Forth	-	-	1	-	1	-	-	1	1	-
Bell Rock, off the Firth of Tay	-	-	-	-	-	-	1	-	-	-
Bembridge Ledge, Isle of Wight	-	-	2	4	5	-	6	1	-	-
Bere Island, near Castletown, Co. Cork	-	-	-	1	-	1	-	-	-	-
Binks Sand, entrance to Humber	-	2	-	4	5	2	3	6	3	4
Bird or Burial Island, off Cloghy, Co. Down	-	-	1	-	1	-	1	-	-	-
Birnie Rock, Fraserburgh	-	-	-	1	-	-	-	-	-	-
Bishop's Rocks, Pembrokeshire	-	-	1	1	-	-	2	1	-	-
Bishop's Rocks, Scilly	-	-	1	-	-	-	-	-	-	-
Bitches Rocks, Ramsey Island	-	-	-	2	-	1	-	-	-	-
Black Dog Rocks, Berwickshire	-	-	-	-	-	-	-	1	-	-
Black Middens, <i>see</i> Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-
Black Rock, Ayrshire	-	-	-	-	1	-	-	-	-	-
Black Rock, off Burntisland	-	-	-	-	-	-	-	-	1	-
Black Rock, Carlingford Lough	-	-	-	-	-	1	-	-	-	-
Black Rock, Falmouth Harbour	-	1	1	-	-	-	-	1	-	-
Black Rock, near Galway	-	-	1	1	-	-	-	-	2	1
Black Rock, Glamorganshire	-	-	-	-	-	-	-	1	-	-
Black Rock Reef, off Yarmouth, Isle of Wight	-	-	1	-	2	1	1	-	1	1
Black Rocks, off Leith	-	-	1	-	-	1	1	-	-	-
Black Rock, Sound of Islay	-	-	2	-	-	1	-	-	-	1
Black Rocks, near Portrush	-	1	-	1	-	-	-	-	-	-
Black Rock, Queenstown Harbour	-	-	-	-	-	-	-	-	-	1
Black Rock, Co. Wexford	-	2	-	-	-	-	-	-	-	-
Blackstone Rock, near Dartmouth	-	-	-	1	-	-	-	-	-	1
Blacktail Spit, <i>see</i> Maplin Sand	-	-	-	-	-	-	-	-	-	-
Blackwater Bank, Wexford	-	1	-	1	-	-	1	2	2	-
Blakeney Sands, Norfolk	-	3	3	3	-	-	3	1	3	2
Block House Rocks, Carlingford Lough	-	1	1	1	-	-	-	-	-	-
Bonagha Rock, Firth of Forth	-	-	1	-	-	-	-	-	-	-
Bondicar Rocks, Hauxley, Northumberland	-	1	1	2	1	-	3	1	-	1
Boulder Bank, Sussex	-	-	1	1	1	-	-	2	1	1
Boulmer Rocks, Northumberland	-	2	2	4	-	1	3	1	1	6
Bo Ruadh Rock, <i>see</i> Skerryvore	-	-	-	-	-	-	-	-	-	-
Brake Sand, Kent	-	4	-	7	3	1	5	3	3	1
Bramble Sand, Hampshire	-	-	-	1	-	-	1	-	-	2
Braunton Sands, North Devon	-	-	1	1	-	1	-	1	1	-
Brazil Bank, Liverpool Bay	-	-	-	-	2	5	39	12	-	-
Brigs Reef, Firth of Forth	-	-	1	-	1	-	-	-	-	-
Briggs Reef, Groomsport, County Down	-	1	2	-	-	2	-	1	-	1
Brook Ledge, Isle of Wight	-	1	1	-	-	1	1	-	-	-
Bucket Rock, near Berwick	-	-	-	-	-	-	-	-	-	1
Bull Sand, Humber	-	-	-	-	-	1	4	1	-	-
Bull Sands, Dublin	-	5	2	4	-	1	1	-	-	-
Bullock Patch, off the Isle of Wight	-	-	-	-	-	-	1	-	-	-
Bumble Rock, off the Lizard	-	-	-	-	-	-	-	-	-	1
Burbo Bank, Liverpool Bay	-	6	5	5	1	3	4	3	3	-
Burcom Sand, River Humber	-	-	-	1	2	-	-	-	-	-
Burford Bank, off Dublin	-	-	-	-	-	-	-	-	-	1
Burial Island, <i>see</i> Bird Island	-	-	-	-	-	-	-	-	-	-
Barnham Flat, Norfolk	-	-	1	-	-	1	1	-	-	-
Burnt Islands, Argyleshire	-	-	1	-	-	-	-	-	1	-
Burrin Rock, Lambay Island	-	1	-	-	-	-	-	-	-	-

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Bush Patch, near Arbroath - - -	1	-	-	-	-	-	-	-	-	-
Buss Rock, off Eyemouth - - -	-	-	-	-	-	-	-	-	-	1
Butter-Pladdy Rock, Co. Down - - -	-	-	-	-	-	-	-	-	1	-
Buxey Sand, Essex - - -	-	-	-	1	-	-	-	-	1	-
Cairnbulg Briggs, near Fraserburgh - - -	2	1	1	1	-	1	-	-	-	-
Caistor Shoal, Norfolk - - -	-	-	3	2	-	-	1	1	-	2
Calf Island, Sound of Mull - - -	-	-	-	-	-	1	-	-	-	-
Calf Rock, Scilly Isles - - -	-	-	-	-	-	-	-	-	1	-
Calshot Spit, Solent - - -	-	1	-	-	-	-	-	-	-	-
Cannon Rock, County Down - - -	-	-	-	-	1	-	-	1	1	-
Cant Sand, Mouth of Thames - - -	1	-	1	-	-	-	-	-	-	-
Car Craig, Firth of Forth - - -	1	-	-	1	1	-	-	-	-	-
Cardiff Sands, Glamorganshire - - -	1	1	1	1	2	1	3	-	1	-
Carr Rock, Cresswell - - -	-	-	1	-	-	-	-	1	-	-
Carr Rocks, Fifeshire, <i>see</i> North Carrs - - -	-	-	-	-	-	-	-	-	-	-
Carrs (South) off North Berwick, <i>see</i> South Carrs. - - -	-	-	-	-	-	-	-	-	-	-
Carreg Hen Rock, off Anglesea - - -	-	-	-	-	-	-	-	1	-	-
Carrick Rock, Port St. Mary Bay, Isle of Man. - - -	1	-	-	-	-	-	-	-	1	-
Carrick Rocks, Wexford - - -	-	-	-	1	-	-	-	-	-	-
Carrickfergus Bank, Co. Antrim - - -	2	-	1	1	1	-	-	-	-	-
Carrig-y-Gwyr, Holyhead Bay - - -	-	-	1	-	-	-	-	-	-	-
Castle Rock, Dundalk Bay - - -	-	-	1	-	-	-	-	-	-	-
Catskier Rocks, Island of Gigha - - -	-	-	-	1	-	-	-	1	-	-
Causeway, Cardigan Bay - - -	-	-	2	-	-	-	-	-	-	-
Causeway, Menai Straits - - -	-	-	1	-	-	-	-	-	-	-
Cefn Sidan Sands, Carmarthen - - -	-	-	-	-	-	-	-	2	-	-
Chapel Rock, near Aberthaw, Glamorgan - - -	-	1	-	1	-	-	-	-	-	-
Chapel Rock, Milford Haven - - -	-	-	1	-	-	-	-	-	-	-
Chequer Shoal, Mouth of Humber - - -	-	-	-	-	1	-	-	-	-	-
Chester Flats, River Dee - - -	1	-	-	-	-	-	-	-	-	-
Chit Rocks, Devonshire - - -	-	-	-	-	-	-	-	1	-	-
Christchurch Ledge, Hants - - -	-	1	-	-	-	1	-	-	-	-
Chwilsen Rock, Carnarvon Bay - - -	-	-	1	-	-	-	-	-	-	-
Cliff Foot Rocks, Harwich - - -	-	1	-	-	-	-	-	-	-	-
Clipperra Rocks, Holyhead - - -	-	-	-	1	1	-	1	-	-	1
Coal Rock, Anglesea - - -	-	1	-	-	-	-	-	2	-	-
Cockburn Rock, King Road - - -	-	-	1	1	-	1	-	-	-	-
Cockle Rock, Galway Bay - - -	-	-	-	-	-	-	-	-	-	1
Cockle Sand, Norfolk - - -	1	-	1	1	-	1	1	-	-	-
Codling Bank, Co. Wicklow - - -	-	-	1	-	-	-	-	-	-	-
Columbine Sand, off Whitstable - - -	-	2	-	-	1	-	-	-	-	-
Combe Rock, near Carnsore Point - - -	1	-	-	-	-	-	-	-	-	-
Conistor Rock, Douglas Bay - - -	-	-	2	-	-	1	-	-	1	-
Copeland Islands, County Down - - -	-	1	1	-	-	1	-	-	-	-
Copperas Rock, Glamorganshire - - -	-	1	-	-	-	-	-	-	1	-
Coquet Island, Northumberland - - -	-	-	-	-	1	-	-	-	2	-
Corie Island, Loch Eriboll - - -	1	-	-	-	-	-	-	-	-	-
Cork Sand, Essex - - -	-	-	3	1	-	-	-	1	-	1
Corton Sand, Suffolk - - -	-	3	1	3	-	1	-	-	-	-
Countts Rock, off Gourdon, Kincardineshire - - -	-	-	-	1	-	-	-	-	-	-
Covesea Skerries, Morayshire - - -	-	1	-	-	-	-	-	-	-	-
Cow Rocks, Clonakilty - - -	-	-	-	-	-	-	-	1	-	-
Craig Waugh, Firth of Forth - - -	-	1	-	-	-	-	-	-	-	-
Craster Carr, Northumberland - - -	-	-	-	-	-	1	-	-	-	-
Crebawethan Rocks, Scilly Isles - - -	-	-	-	-	-	-	-	1	-	-
Crevenish Island, Clew Bay - - -	-	-	1	-	-	-	-	-	-	-
Crim Rocks, Scilly - - -	-	-	1	-	-	-	-	-	-	1
Crinan Rocks, Ardrrossan - - -	-	1	2	-	1	-	-	1	-	-
Cross Sand, off Yarmouth - - -	7	7	7	9	10	7	6	6	7	3
Crow Rock, Pembrokeshire - - -	1	-	-	-	1	-	-	1	-	-
Crusader Bank, near Lytham - - -	1	-	-	-	-	-	-	-	-	-
Cuilean Rock, Island of Jura - - -	1	-	-	-	-	-	-	-	1	-
Culver Sands, Bristol Channel - - -	-	-	-	-	-	-	1	-	-	-
Curlane Bank, Queenstown Harbour - - -	-	-	-	-	-	-	2	-	1	2
Cutler Sand, Suffolk - - -	-	2	-	2	1	-	-	-	-	2
Daseley Sand, Lynn Deepes - - -	-	-	-	-	1	-	-	-	-	-
Daunt Rocks, Queenstown - - -	-	-	-	-	-	-	-	1	-	-
Davar Island, Campbeltown - - -	-	-	1	-	-	-	-	-	-	-
Deputy Rock, Copeland Island - - -	2	-	1	-	-	-	-	-	-	-
Dog Rock, Bantry Bay - - -	1	-	-	-	-	-	-	-	-	-
Dogger Bank, Wexford - - -	3	2	2	3	-	-	-	1	-	-
Dog's Head Sands, Skegness - - -	-	1	1	-	-	-	-	-	1	-
Doig Rock, Firth of Forth - - -	-	1	-	-	-	-	-	-	-	-
Doombar, Padstow Harbour - - -	4	-	-	1	1	1	1	2	2	-
Dowsing Sand, Lincolnshire - - -	-	-	1	-	-	1	-	-	-	1

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Drake's Island, Plymouth	-	-	-	-	1	1	1	-	2	3
Draystone, near Plymouth	-	-	2	-	1	-	-	-	1	-
Dries (The), near the Owers, Sussex	-	-	1	-	-	-	-	-	-	-
Dubh[Sgeir, off Tiree	-	-	-	-	-	1	-	-	-	-
Duddon Bank, off Fleetwood	-	-	1	-	-	-	1	-	-	-
Dudgeon Sand, off Norfolk	-	-	-	-	1	-	-	1	-	1
Dulas Island, Anglesey	-	1	-	-	-	-	-	-	-	-
Dumball Sands, King Road	-	-	-	1	-	-	-	-	-	-
Dunany Reefs, Co., Louth	-	1	-	-	-	-	-	-	-	1
Dunball Sands, River Parrett	-	-	1	-	-	-	-	-	-	-
Dunstan Rock, Scilly Isles	-	-	-	-	-	-	-	-	-	1
Dutchman's Bank, Anglesea	-	-	-	-	-	-	1	1	2	2
Dyke Spit, off Ramsgate	-	-	1	-	3	-	-	-	-	-
Eagle Sand, Essex	-	-	1	-	-	-	-	1	-	-
Earl Rock, Carlingford Lough	-	1	-	-	-	5	-	-	-	-
Earl Rock, Galway Bay	-	-	1	-	-	-	-	-	-	-
Eastborough Ridge, Sussex	-	-	-	-	-	-	-	-	1	-
East Mouse, Anglesea	-	-	-	-	-	-	-	-	1	-
East Muck, near Buckie	-	-	1	-	-	-	-	-	-	-
Eileanmor Rock, Jura	-	-	1	-	-	-	-	-	-	-
English Grounds, Bristol Channel	-	1	-	1	-	-	-	-	1	2
English Rock, Galway	-	-	-	-	-	-	1	-	-	-
Ennach Rock, near the Lizard	-	-	-	-	-	-	-	-	1	1
Faggot Rock, Newton, Northumberland	-	-	2	-	-	-	1	-	-	-
Fairlie Patch, Firth of Clyde	-	-	1	1	1	-	-	-	-	-
Fairy Rocks, Porthcawl	-	-	-	1	-	-	-	-	-	-
Fern Islands, Northumberland	-	1	5	1	3	2	1	-	4	1
Ferrier Sand, the Wash	-	-	-	-	-	-	1	-	-	-
Fidra Island, Firth of Forth	-	-	1	-	-	-	-	1	-	-
Fillis Rock, Northumberland	-	-	1	1	-	-	-	-	-	-
Flatholms, Bristol Channel	-	1	-	-	-	-	3	-	1	1
Formby Spit, <i>see</i> Mad Wharf	-	-	-	-	-	-	-	-	-	-
Foulness Spit, Thames Entrance	-	-	1	-	-	-	2	1	-	-
Foulney Island, Morecambe Bay	-	-	-	1	-	-	-	1	-	-
Gabbard Sand, off Harwich	-	-	-	-	1	1	-	1	-	1
Galloper Sand, Thames Entrance	-	-	-	2	3	3	-	2	-	1
Ganol Rock, Pembrokeshire	-	-	-	-	-	-	1	-	-	-
Gantock Rock, Firth of Clyde	-	1	-	-	-	-	-	-	-	-
Gare Sand, River Tees	-	-	1	-	-	-	1	-	-	1
Gat Sand, the Wash	-	-	1	-	-	-	-	-	-	-
Giglum Rock, Gigha Sound	-	-	-	-	-	-	1	-	-	-
Gilman Sand, Thames Estuary	-	-	-	-	-	-	-	1	-	-
Gilstone Rock, near Harrington	-	-	-	-	-	-	1	-	-	-
Girdle Stone, Aberdeen	-	1	-	-	-	-	-	-	-	-
Girdler Sand, Thames Entrance	-	1	1	1	5	1	-	1	1	1
Goil Island, Stornoway	-	-	-	2	1	-	-	-	-	-
Goldstone Rock, near Holy Island, Durham	2	1	-	-	-	-	-	-	-	-
Gomersom Rocks, Sound of Harris	-	1	-	-	-	-	-	-	-	-
Gonway or Gunaway Rock, Carlingford Lough.	-	-	1	-	-	-	-	-	-	-
Goodwick Sands, Pembroke	-	-	1	2	-	-	-	-	-	1
Goodwin Sands, Kent	-	30	15	13	12	10	13	12	18	20
Gore Sand, near Burnham, Somerset	-	1	-	-	2	1	1	-	-	-
Grassholm Island, St. Bride's Bay	-	-	1	-	-	2	-	-	-	-
Great Crab Rock, Scilly Isles	-	-	-	-	-	-	-	-	1	-
Gunfleet Sand, Thames entrance	-	5	1	6	4	5	5	5	4	5
Gunnaway Rock, Carlingford Lough	-	-	-	-	5	6	-	-	1	-
Gunnat Rock, Firth of Forth	-	-	1	1	-	-	-	-	1	-
Gwahan Rock, near Ramsey Island	-	1	-	-	-	-	-	-	-	-
Haddock Bank, off Hasborough	-	-	1	-	-	-	-	-	-	-
Half Tide Rock, Ardrassan	-	-	1	-	-	-	-	-	-	-
Halliday Flats, near Harwich	-	1	-	-	-	-	-	-	1	-
Hammonds Knoll, Norfolk	-	1	-	1	1	-	-	-	-	2
Hamstead Ledge, Solent	-	-	1	-	-	-	-	-	-	-
Hamstone Rock, Devon	-	-	-	-	-	-	-	1	-	-
Harbour Rock, Queenstown Harbour	-	-	-	-	-	-	1	-	-	-
Hardman, Isle of Wight	-	-	-	-	-	-	-	1	-	-
Hare Island, Strangford Lough	-	1	-	-	-	-	-	-	-	-
Harry Furlong's Rocks, Anglesea	-	1	-	1	-	2	-	1	-	1
Hasborough Sand, Norfolk	-	10	16	9	9	9	4	9	13	14
Hats and Barrels, Pembrokeshire	-	-	1	1	-	1	-	-	1	-
Haulbowline Rocks, Carlingford Lough	-	-	-	1	-	1	-	-	-	-
Hauxley Rocks, Northumberland	-	1	-	-	-	1	-	-	-	-
Havre de Grind Rock, Shetlands	-	-	-	1	-	-	-	-	-	-
Heaps Sand, Essex	-	-	-	-	2	-	-	-	-	-

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Hebbles Sand, River Humber -	-	-	2	1	-	-	-	-	-	1
Helbre Island, off Cheshire -	-	-	-	-	-	-	1	-	-	-
Hellyhunter Rock, Carlingford Lough -	-	-	-	-	-	-	-	-	-	-
Helwick Sands, Bristol Channel -	-	-	-	2	-	-	-	-	-	1
Hems Rock, Cloghy Bay -	-	-	-	-	-	-	-	-	-	-
Hen and Chickens Rocks, Firth of Forth -	1	-	-	-	-	-	-	1	1	-
Hen and Chicken Rocks, Lewis -	1	-	-	1	-	-	-	-	2	-
Hendon Rocks, near Sunderland -	-	-	-	3	3	-	-	-	-	-
Hepburn Shoal, <i>see</i> Tynemouth Rocks -	-	-	-	-	-	-	-	-	-	-
Herd Sand, Durham -	-	2	2	-	-	-	-	-	-	-
High Island, Glandore Bay -	-	-	1	-	-	-	-	-	-	1
Highland Rock, near the Maidens -	-	-	-	2	-	-	-	1	-	-
Hilpsford Bank, Walney Island -	1	-	-	2	-	-	-	-	-	-
Holm Rocks, Stornoway -	-	2	-	-	-	-	-	-	-	-
Holm Sand, Suffolk -	2	3	1	5	2	2	1	3	3	3
Holme Sand, River Humber -	1	-	2	-	-	1	1	-	-	-
Holmes Sand, Bristol Channel -	-	1	-	-	-	-	-	-	-	-
Honeycomb Rocks, Somerset -	-	-	-	-	-	-	-	-	-	-
Hook Sand, Poole -	-	2	1	2	3	-	-	1	-	-
Hook Sand, Margate -	1	-	-	-	1	-	1	-	-	-
Horse Bank, Solent -	-	-	-	-	-	-	-	-	-	1
Horse Bank, Southport, Lancashire -	1	-	1	-	-	-	-	1	1	-
Horse Bank, Swale -	-	-	1	-	-	-	-	-	-	-
Horse Island, Castletownsend, Co. Cork -	-	1	-	-	-	-	-	-	1	-
Horse Isle, near Ardrossan -	1	-	2	-	1	-	-	-	-	-
Horse Rock, Ramsey Sound -	-	1	1	-	-	1	-	-	1	-
Horse Rock, Yorkshire -	-	-	-	-	-	-	-	-	-	-
How Ledge, Colwell Bay, Isle of Wight -	-	-	1	3	2	-	-	-	-	1
Hoyle, East and West Sands, River Mersey -	1	4	1	3	3	2	3	3	3	4
Hugo Bank, Swansea Bay -	-	-	1	-	-	1	-	1	-	-
Hummel Rock, Fifeshire -	1	-	-	-	-	-	-	-	-	-
Hunter's Rock, off Larne, Co. Antrim -	-	-	-	1	-	-	-	-	-	-
Incheolm (including the Middens), Co. Fife.	1	-	2	-	1	-	1	-	-	-
Inch Garvie, Firth of Forth -	-	-	1	-	-	2	-	-	-	-
Inchkeith, Firth of Forth -	-	2	-	-	-	2	-	-	-	-
India Bank, off Wexford -	-	1	-	-	-	-	-	1	-	3
Inner Voder Rock, E. Coast of Shetland -	-	-	-	-	-	-	1	-	-	-
Innisbofin Island, Co. Donegal -	1	-	-	-	-	-	-	-	-	-
Innistrahull Island, Co. Donegal -	-	-	-	-	-	-	1	-	-	-
Ireland's Eye, Co. Dublin -	-	-	1	-	-	-	-	-	-	-
Iron Rocks, Arran, Firth of Clyde -	-	-	-	-	-	-	-	1	-	-
Isallt Rocks, Holyhead -	1	-	-	-	-	-	-	-	-	-
Isle of May, Firth of Forth -	-	-	-	-	1	1	2	-	1	-
Issay Island and adjacent rocks, Loch Dunvegan.	-	-	1	-	-	-	-	-	-	-
Jenkin Sand, Kent -	-	-	-	3	-	-	-	-	-	1
Jordan Flats, Lancashire -	1	2	-	1	-	-	-	-	-	-
Keel Rock, Dartmouth -	-	-	-	-	-	-	1	1	-	1
Keith Inch, Peterhead -	1	-	-	-	-	-	-	-	-	-
Kenfig Sands, Bristol Channel -	-	-	-	-	-	-	1	-	-	-
Kentish Knock, Essex -	4	-	2	4	12	4	2	6	1	3
Killigray Island, Hebrides -	-	-	-	-	-	1	-	-	-	-
Killyvarder Rocks, Fowey -	-	1	-	-	-	-	-	-	-	-
Kimmeridge Ledges, Dorset -	2	1	-	-	1	-	3	3	1	-
Kish Bank, Dublin -	-	-	-	1	-	2	-	1	2	1
Kite Cairn Rock, near Land's End -	-	-	-	1	-	-	-	-	-	-
Knock Sand, Lincolnshire -	1	3	-	-	-	-	-	-	-	-
Knock Sand, Thames Estuary -	-	1	-	1	-	-	-	-	-	-
Knowle Sand, off Mablethorpe -	-	-	-	-	-	1	1	-	-	-
Lady Bank, Firth of Tay -	1	1	-	-	-	-	-	-	-	-
Lady Island, Troon -	2	1	-	-	-	-	-	-	-	-
Lee Ore Rocks, Cornwall -	-	-	-	-	-	-	-	-	-	-
Leigh Middle Sand, Essex -	1	1	1	-	1	1	2	1	1	-
Leman and Over Sand, off Norfolk -	3	4	4	5	3	1	-	2	2	-
Levellier Rocks, Cornwall -	-	1	-	-	-	-	-	-	-	-
Little Bo Rock, near Land's End -	-	-	1	-	-	-	-	-	-	-
Little Herwit Sand, Firth of Forth -	-	-	1	-	-	-	-	-	-	-
Little Skerry Rock, Pentland Firth -	-	-	-	-	-	-	-	-	-	1
Long Banks, Wexford -	-	-	1	-	-	-	-	-	-	-
Long Craig Rock, near Kirkcaldy -	-	-	-	-	-	1	-	-	-	-
Long Rock, Ballywalter, Co. Down -	1	2	-	3	-	3	-	-	-	-
Long Rock, near Penzance -	-	-	-	-	-	-	-	-	2	-
Long Sand, Essex -	5	6	7	4	3	1	1	1	7	-
Long Sand, Lynn Well -	1	1	1	2	1	-	2	2	-	-

STATEMENT of outlying ROCKS and SANDS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Long Scar, Durham	-	1	-	1	1	-	1	1	-	1
Longa Island, Gairloch	-	-	1	-	-	-	-	-	-	1
Longnose Ledge, near Margate	-	1	2	2	3	4	4	2	1	-
Longships Rocks, Cornwall	-	-	-	-	-	2	-	-	-	-
Low Lee Rocks, Mount's Bay	-	-	-	-	-	1	-	-	-	-
McCannon Rock, County Down	-	-	-	1	-	-	-	-	-	-
McIver Rock, Broad Bay, Lewis	-	1	-	-	-	-	-	-	-	-
McKenny Bank, Lough Foyle	-	1	2	-	1	-	-	-	-	-
Mad Wharf and Formby Spit, Liverpool Bay.	-	-	1	1	-	-	-	-	-	-
Maenheere Rocks, Cornwall	-	1	-	-	-	-	-	-	-	-
Maiden Rock, Dublin Bay	-	-	-	-	-	-	-	-	1	-
Maiden Rocks, North Berwick	-	-	-	-	-	-	1	1	-	-
Main Mellt Rocks, Carnarvon Bay	-	1	-	-	-	-	-	-	-	-
Manacles Rocks, Cornwall	-	2	-	3	2	3	-	-	-	-
Mantle Rocks, Galway Bay	-	1	-	-	-	-	-	-	-	-
Maplin Sand, including the Blacktail Spit, Essex.	8	8	14	5	4	5	5	9	13	10
Mar Craig Rock, Peterhead	-	-	-	-	-	-	1	-	-	-
Margaretta Shoal, Galway Bay	-	-	-	-	-	-	1	-	-	-
Margate Sands, Kent	-	1	4	2	2	2	3	1	-	1
Maydulse Rocks, Firth of Forth	-	2	-	-	-	-	-	-	-	-
Mew Island, County Down	-	-	-	2	-	-	2	-	-	-
Mewstone Ledge, near Plymouth	-	-	1	-	1	-	-	-	-	-
Middle Bank, Lough Foyle	-	1	-	-	2	-	6	1	-	1
Middle Bank, Lough Larne	-	1	-	4	4	10	5	2	2	1
Middle Mouse, off Cemaes, Anglesea	-	-	-	1	-	-	1	-	-	-
Middle Sand, Essex	-	3	-	-	1	1	-	1	-	-
Middle Sand, River Humber	-	1	2	-	-	-	1	-	-	2
Middle Sand, off Skegness	-	-	1	-	-	-	-	-	-	-
Middle Spit, Burry Inlet	-	-	1	-	-	-	-	-	-	-
Mill Rock, Troon Bay	-	-	1	-	-	-	-	-	-	-
Mixen Shoal, near the Owers, Sussex	-	-	2	-	-	1	1	1	-	1
Mixen Sands, near the Mumbles	-	-	-	1	-	-	-	-	-	-
Mole Rocks, off Folkestone	-	-	-	-	-	-	-	-	-	1
Monkstone, Bristol Channel	-	-	2	-	-	-	-	1	-	-
Morgan Pladdy, Carlingford Lough	-	1	-	-	-	-	-	-	-	-
Mort Bank, Morecombe Bay	-	1	-	-	-	1	1	-	-	-
Mouse Sand, Mouth of Thames	-	1	2	2	1	1	1	-	-	-
Muck Island, Co. Antrim	-	1	-	-	-	-	-	-	-	1
Muck Rocks, Banffshire	-	-	-	-	-	1	-	-	-	-
Mulvin Rocks, off the Lizard	-	-	-	-	-	-	-	-	2	-
Mussel Scarp, <i>see</i> Tynemouth Rocks	-	-	-	-	-	-	-	-	-	-
Mutton Island, Galway Bay	-	-	-	1	-	-	-	-	-	-
Nash Sand, Glamorganshire	-	-	-	2	-	1	2	5	-	1
Newcombe Sand, near Dungeness	-	5	-	-	-	1	-	-	1	-
Newcome Sand, Suffolk	-	3	4	5	1	2	5	-	2	1
New Patch, Bristol Channel	-	1	-	-	-	-	-	-	-	-
Nigg Sands, Cromarty	-	1	-	-	-	-	-	3	2	1
Nimble Rock, Devonshire	-	1	-	-	-	-	-	-	3	-
No Man's Land, Solent	-	1	1	-	1	-	-	1	-	2
North Bank, Liverpool Bay	-	-	-	-	-	-	-	-	1	-
North Bank, off Sillioth	-	-	-	-	-	-	-	-	1	-
North Sand, Great Yarmouth	-	-	-	-	-	-	5	1	-	4
Nore Sand, River Thames	-	2	3	3	2	-	3	5	3	1
North Carr Rock, Fifeshire	-	-	2	2	1	1	1	3	-	-
North Pladdy, County Down	-	1	-	-	-	-	-	-	-	-
North Rock, County Down	-	2	1	2	1	4	2	1	-	-
North West Rock, Donegal Bay	-	-	-	-	-	-	-	-	-	1
Oaze Sand, Mouth of Thames	-	2	2	1	1	2	1	-	-	1
Old Harry Ledge, off Poole	-	-	-	-	-	-	-	-	-	2
Orasay Isle, Coll, Argyleshire	-	1	-	-	-	-	-	-	-	-
Orestone Rock, Torbay, including surrounding Rocks.	-	-	-	-	-	-	-	-	1	-
Otter Bank, Loch Fyne	-	-	1	-	-	-	-	-	-	-
Outcar Rocks, Northumberland	-	-	-	-	-	-	-	-	-	1
Outer Slimer Rock, near Plymouth	-	-	-	-	-	-	1	-	-	-
Owers Sands, Sussex	-	2	5	2	-	-	2	-	2	2
Oxear Bank and Rocks, Firth of Forth	-	1	1	-	-	-	-	-	1	-
Oyster Bank, Belfast Lough	-	1	-	3	-	3	1	-	-	2
Pan Sand, Whitstable	-	-	2	-	-	-	-	-	1	-
Par Sands, Fowey	-	1	-	-	-	-	-	-	-	-
Patch Sand, entrance to River Dee	-	-	1	-	-	-	-	-	-	-
Patches, Cardigan Bay	-	1	1	-	-	-	-	-	-	-
Paterson's Rocks, Sanda Island	-	1	-	-	-	-	1	-	1	-
Pear Tree Rocks, near Start Point	-	-	-	-	-	-	-	-	-	-
Penlas Rock, Holyhead	-	-	-	-	-	-	-	-	-	1

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Pennington Spit, Solent - - -	1	1	1	-	1	1	-	-	1	2
Pentland Skerries - - -	-	-	-	1	1	1	-	1	-	-
Peterstone Flats, Bristol Channel - -	1	-	-	-	-	-	-	-	-	-
Petrie Rock, off Peterhead - - -	-	-	-	-	-	-	1	-	-	-
Peveril Ledge, near Swanage, Dorset -	-	-	1	-	-	-	-	-	-	-
Pladda Lug, Ballyquintin - - -	-	-	-	-	-	-	1	-	-	-
Pladda Rocks, Arran - - -	-	1	1	-	-	-	-	-	-	-
Platters Rocks, Skerries, Anglesea -	-	1	2	1	2	1	1	4	1	3
Platters Sand, off Landguard Fort, Suffolk -	-	-	-	-	-	-	-	-	1	-
Plough Rock, near Holy Island, Durham -	-	-	1	-	1	1	1	1	1	-
Polantheinon Rock, Sound of Islay - -	-	-	-	1	-	-	-	-	-	-
Pole Rock, near Linney Head, Pembroke-shire. -	-	-	-	-	-	-	2	-	-	-
Pole Sands, Chichester - - -	-	-	2	1	1	-	-	-	-	-
Pole Sands, Exmouth - - -	-	-	-	1	-	-	1	2	2	3
Pollard Sand, Whitstable - - -	-	-	-	1	-	-	-	-	-	-
Poor Woman's Rock, off E. coast of Harris -	-	-	-	-	-	-	-	-	-	1
Praa Sand, Cornwall - - -	-	1	-	-	-	-	-	-	-	-
Proud Foot Rock, Wick Bay - - -	-	-	-	1	1	1	-	-	-	1
Puffin Island, East Coast of Anglesey -	1	1	-	-	-	-	1	-	1	1
Punch Cross Rocks, entrance to Fowey Harbour. -	-	-	-	-	-	-	1	-	-	-
Pye Sand, Essex - - -	-	1	-	-	-	-	-	-	-	-
Querns, off Ramsgate - - -	-	-	-	-	-	-	1	1	1	3
Quies, Cornwall - - -	-	-	-	-	-	-	-	1	-	-
Race Bank, off Norfolk - - -	-	3	2	-	-	-	-	-	-	-
Rag Ledges, Scilly Isles - - -	-	-	-	-	-	-	-	-	1	-
Ranie Spit, Glamorganshire - - -	-	-	1	1	-	-	1	-	-	-
Rathlin Island, Antrim - - -	3	-	-	-	1	4	1	-	-	-
Rattray Briggs, Aberdeen - - -	-	-	1	2	-	-	1	1	1	-
Redcar Rocks, Yorkshire - - -	5	5	4	4	2	4	2	2	4	5
Red Sand, Thames entrance - - -	-	3	3	1	2	-	2	-	-	-
Red Stones, near Helbre Island - - -	-	-	-	-	-	-	-	-	2	-
Reefdiike Skerries, Orkney - - -	-	-	-	1	-	1	-	-	-	-
Renam Island, Cheese Bay, Sound of Harris -	1	-	-	-	-	-	-	-	-	-
Rennies Rocks, Looe Island - - -	-	-	1	-	-	-	-	1	-	-
Rhoscolyn Island and Rocks, Holyhead -	3	-	-	-	-	1	-	-	-	-
Ridge Bank, off Cloghy, County Down -	2	1	-	-	-	-	-	-	-	-
Ridge Sand, Harwich - - -	-	1	-	-	-	-	-	-	-	-
Ridge Sand, Kent - - -	-	-	-	-	-	-	-	1	-	-
Ridge (The), Holy Island, Durham - -	-	3	-	1	-	-	1	2	-	-
Riff Bank, near Chanonry Point, Cromarty -	1	-	1	-	-	-	-	-	-	-
Roan Bogha Rock, Coll, Argyleshire - -	-	1	-	-	-	-	-	-	-	-
Roar Sand, Kent - - -	2	-	1	-	2	1	1	-	2	1
Roaring Middle, the Wash - - -	-	-	3	-	-	-	-	-	-	-
Robin Rigg Sand, Cumberland - - -	-	-	-	-	-	-	-	-	1	1
Rockam Shoal, near Ilfracombe - - -	1	-	1	1	-	-	-	-	-	-
Rock Angus, Strangford Lough - - -	2	1	-	1	-	1	1	2	1	-
Roker Rocks, near Blyth - - -	-	-	-	1	1	-	-	1	-	-
Roscanock Rock, Padstow - - -	-	-	-	1	-	-	-	-	-	-
Rose Sand, River Humber - - -	-	2	-	-	-	-	-	-	-	-
Roseneath Patch, Firth of Clyde - - -	-	-	-	-	-	1	-	-	-	-
Ru Sand Rock, near Ardnamurchan - - -	-	-	-	-	-	-	1	-	-	-
Rundlestone Rock, Cornwall - - -	2	-	-	-	1	1	-	2	1	-
Ryde Sands, Isle of Wight - - -	-	9	7	1	-	-	2	-	-	-
Ryhope Rocks, Durham - - -	-	1	-	-	-	-	-	-	-	-
Saint Mary's Isle, Kirkcudbright - - -	-	1	-	-	-	-	-	-	-	-
St. Mary's Island, Northumberland - -	-	-	-	-	-	-	-	-	1	-
St. Patrick's Bridge, Wexford - - -	-	-	-	1	-	-	1	-	-	-
Salisbury Bank, River Dee, Flintshire -	1	1	1	-	-	2	-	3	-	2
Salt Rock, Strangford Lough - - -	1	-	-	-	-	-	1	-	-	-
Saltee Islands, Wexford - - -	1	-	1	-	1	-	-	-	-	-
Salthouse Bank, near Lytham - - -	-	-	-	-	1	-	-	1	-	-
Salt Scars, Yorkshire - - -	1	-	-	2	1	5	1	3	4	-
Sand Haile Bank, Lincolnshire - - -	1	2	1	2	-	-	-	1	1	-
Sand Ridge, off Foreland, Bristol Channel -	-	1	-	-	-	-	-	-	-	-
Sand Ridge, Holy Island, Northumberland -	-	-	1	1	-	1	-	-	-	-
Sanda Island, Campbeltown - - -	-	1	-	-	2	-	-	-	1	-
Sandwich Flats, Kent - - -	-	1	-	-	-	-	-	-	-	-
Saunton Sands, North Devon - - -	1	-	-	-	1	1	1	1	-	1
Scare Rock, Luce Bay - - -	-	-	-	1	-	-	-	-	-	-
Scars of Cruden, Aberdeenshire - - -	-	-	-	-	-	-	-	-	-	-

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1870-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Searweather Sands, Bristol Channel	1	2	3	1	-	-	-	2	1	1
Scaw Rocks, Cullercoats	-	-	-	1	-	-	-	-	-	-
Scotston Brigs, Peterhead	-	-	-	1	-	-	-	-	-	1
Scougal Rocks, East of N. Berwick	-	-	1	-	-	-	-	-	-	-
Scrane Rock, Langness Point, Isle of Man	-	-	-	-	-	-	1	-	-	-
Screens Rocks, Whitborn Bay, Wigtown	1	-	-	-	-	-	-	-	-	-
Screby Sand, off Great Yarmouth	4	3	5	4	5	7	10	7	3	7
Seull Ridge, Boston Deepes	-	1	-	-	-	-	-	-	1	-
Seal Island, Oronsay	-	-	-	-	-	-	-	-	1	-
Seal Rock, off Skye	-	-	-	-	-	-	-	-	-	1
Seaton Sands, Durham	-	-	-	1	-	-	-	-	-	-
Seaton Sea Rocks, near Blyth	-	-	1	-	1	1	1	-	-	-
Selker Rocks, Cumberland	-	-	-	-	-	-	-	-	-	2
Seven Stones, Land's End	-	-	1	-	-	-	1	-	3	-
Shag Rocks, Scilly Isles	-	-	-	-	-	-	-	-	-	1
Shagstone Rock, Plymouth	-	-	-	1	-	-	-	2	1	-
Shambles Shoal, off Portland	-	-	-	-	1	-	-	-	-	-
Sheep Island, near Port Appin, Argyle-shire.	2	-	-	-	-	-	-	-	-	-
Sheep Island, Rathlin Sound	-	-	-	-	-	1	-	-	-	-
Sheep Island, Sanda Sound	-	-	-	-	-	-	-	-	1	-
Sheep Rock, Carlingford Lough	-	-	-	-	-	2	-	-	-	-
Sheerness Middle Sand	-	2	1	-	-	-	-	-	-	-
Sherringham Shoal, Norfolk	-	1	1	-	2	-	-	-	2	-
Shingles, off Margate	1	2	1	2	2	-	-	-	-	1
Shingles Reef, Hants	5	5	5	1	2	6	3	6	1	1
Ship Ledge, Isle of Wight	-	-	-	-	-	-	-	1	-	-
Shipwash Sand, Suffolk	5	5	5	10	2	5	1	4	-	3
Shivering Sand, Mouth of Thames	-	-	-	-	-	-	-	-	1	-
Shoeburyness Sands	5	2	5	5	7	2	1	3	5	4
Silloth Bank, Cumberland	1	-	-	-	1	-	-	-	-	-
Sizewell Bank, Suffolk	1	-	2	-	1	1	-	1	2	2
Skeir Ulikhe, Loch Houra	-	-	1	-	-	-	-	-	-	-
Skelmorlie Bank, Firth of Clyde	-	-	-	-	-	-	-	-	1	-
Skerries, Anglesea	1	-	1	-	-	-	1	-	-	-
Skerries, Dublin	1	-	-	-	-	-	-	-	1	-
Skerries, near Portrush	-	-	1	1	-	-	-	-	-	-
Skerries Bank, near Start Point	1	-	-	1	1	-	-	1	-	2
Skerries, Deerness, Orkney	-	-	-	1	-	-	-	-	-	-
Skerries, Buchanness	-	1	-	-	-	-	-	-	-	1
Skerriyvore, or Big Rock, Stornoway Loch	1	-	-	-	-	-	-	-	-	-
Skerriyvore Rocks, off Argyleshire	-	-	-	1	-	-	-	2	-	-
Skinner's Rock, Holyhead	-	-	-	-	-	-	-	-	1	-
Skokham Island, near Milford Haven	1	2	-	-	1	1	-	-	-	1
Skomar Island, Milford Haven	-	-	-	-	1	-	-	-	-	-
Skull Martin Rock, County Down	1	1	1	2	1	-	-	-	-	1
Slignach Rock, Loch Sunart	-	-	-	-	-	-	-	-	-	1
Small Island, Crinan	-	-	1	-	-	-	-	-	-	-
Smalls Rocks, Pembrokeshire	-	-	-	1	-	-	1	2	-	1
Smith's Knoll, near Hasborough Sand	-	-	-	-	1	-	-	-	1	-
Smithic Sand, Bridlington	-	1	1	-	-	-	-	-	1	1
Sound Rock, Youghal Bay	-	-	1	-	-	-	-	-	-	-
Souters of Cromarty	-	-	-	1	-	-	-	-	-	-
South Bank, Aberdovey	-	1	-	-	-	-	-	-	-	-
South Beacon Rocks, off Sunderland	-	-	-	-	-	-	-	-	-	-
South Carr Rocks, Firth of Forth	1	-	-	1	-	-	2	1	-	1
South Rock, Co. Down	-	-	1	-	1	1	2	-	1	-
South Stack	1	-	-	-	-	-	-	-	-	-
Sow and Pigs Rocks, Blyth	2	1	-	-	-	1	1	-	1	-
Spaniard Sand, Kent	-	-	-	1	-	1	-	1	-	-
Spanish Ledges, St. Mary's Sound, Scilly	-	-	1	-	-	-	-	-	-	-
Spile Sand, off Whitstable	-	1	1	-	-	-	-	1	-	-
Spit Bank, Queenstown Harbour	-	-	-	-	1	-	1	-	1	-
Spit Sand, Bristol Channel	-	-	-	-	1	-	-	-	-	1
Splough Rock, Co. Wexford	1	-	-	1	-	-	-	-	-	-
Stack Rock, Milford Haven	-	1	-	1	-	-	-	-	-	-
Stack Rock, Stornoway	-	1	-	-	-	-	-	-	-	-
Stag Rock, Cornwall	-	-	-	-	-	1	1	-	-	1
Stevenson's Rock, off Tyree	-	1	-	-	-	-	-	-	-	-
Stones, The, off Godrevy, Cornwall	-	-	-	-	-	-	-	1	-	-
Stone Bank, off Walton	-	-	-	1	-	-	-	-	-	-
Stone Binks, Spurn Point, see Binks Sand	-	-	-	-	-	-	-	-	-	-
Stroma Skerries, Caithness	-	-	-	-	-	2	-	-	2	-
Sully Island, Glamorganshire	-	1	-	1	-	1	-	-	-	2
Sunderland Bank, Morecambe Bay	1	-	-	1	-	-	-	-	-	-
Sunk Sand, Essex	1	2	1	-	-	1	1	1	2	1
Sunk Sand, River Humber	-	-	-	1	-	-	-	-	-	-
Swadman Rock, off Bamborough	-	-	-	1	-	-	1	-	2	-
Swallow Bank, near New Romney	-	-	-	1	-	2	-	-	-	-
Swan Island, Larne Lough	-	-	1	-	-	-	-	-	-	-
Swan Island, Strangford Lough	-	2	-	-	-	-	-	-	-	-
Swilley Rocks, Anglesea	-	2	-	-	-	-	-	-	-	-
Swin Sand, Mouth of Thames	-	-	-	-	2	1	1	-	-	2

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Tarf Tail, off Swona, Pentland Firth	-	-	-	-	-	-	-	1	-	-
Taylor Bank, Liverpool Bay	-	1	-	2	-	2	1	1	2	-
Taylor Rock, Lambay Island	-	-	1	-	-	-	-	-	-	-
Thorpe Rocks, Suffolk	-	-	-	-	-	-	-	1	-	1
Three Fathoms Bank, off Maryport	-	-	-	-	-	-	-	-	-	1
Three Feet Bank, Solway Firth	-	-	-	-	-	-	-	-	1	-
Three Stone Ore Rock, Cornwall	-	-	-	-	-	-	1	-	-	-
Toe Rocks, Milford Haven	-	-	-	1	-	-	-	-	-	1
Tongue Sand, Kent	-	2	4	-	1	2	-	1	2	2
Tor Rocks, near Inistrahull Island	-	-	-	-	-	-	1	-	-	-
Tory Island, Donegal	-	2	-	-	-	1	1	1	-	-
Towyn Sands, Carmarthen	-	1	1	-	-	-	-	-	-	-
Trinity Sand, River Humber	-	1	1	-	3	1	-	-	-	2
Tuns Sand, Lough Foyle	-	-	2	-	-	-	-	-	-	-
Tuskar Rock, Glamorganshire	-	-	-	2	3	1	-	1	-	1
Tuskar Rock, Wexford	-	-	-	-	1	1	-	-	-	-
Tynemouth Rocks, including the Black Middens, the Battery Rocks, Hepburn Shoal, Prior's Rocks, and Mussel Scarp, Northumberland.	-	3	10	3	-	2	-	2	-	2
Uppang Rocks, off Whitby	-	-	-	-	-	-	-	-	-	1
Usk Patch, Bristol Channel	-	-	-	-	-	-	1	-	1	-
Varne Sand, Kent	-	1	-	-	1	-	2	-	2	-
Voder Rocks, Shetland	-	-	1	-	-	-	-	-	1	-
Vows Rocks, Firth of Forth	-	-	-	1	-	-	-	-	-	-
Wainfleet Sand, Lincolnshire	-	-	1	-	-	-	-	-	-	-
Wallace Rocks, near Roddens, County Down.	-	-	-	-	-	1	-	-	-	-
Walney Island, Lancashire	-	-	-	3	2	3	1	1	-	-
Warden Ledge, Isle of Wight	-	-	1	-	2	1	2	3	-	1
Well Bank, Norfolk	-	1	-	-	-	-	1	-	-	2
Welloe Rock, Mount's Bay	-	1	-	-	-	-	-	-	-	-
Wells Sands, Norfolk	-	2	1	-	1	2	-	1	1	1
Welsh Sands, Bristol Channel	-	1	-	1	-	-	1	-	1	-
West Mouse Sand, Anglesea	-	1	1	-	1	-	1	-	-	-
West Rocks, Harwich	-	1	-	1	1	1	1	3	-	2
Westmark Knock Sands, the Wash	-	-	-	1	-	-	-	-	-	-
Westward Lodge, Scilly Isles	-	-	-	-	-	-	-	-	-	1
Whale Back Rock, near Lossiemouth	-	-	-	-	-	1	-	-	-	-
Wharf Sands, Morecambe Bay	-	-	1	1	-	-	-	-	-	-
Whelk Rock, Ayrshire	-	-	-	-	2	-	-	-	-	-
Whitburn Steel, Durham	-	1	3	-	-	2	1	3	2	2
Whitby Sands and Rocks, Yorkshire	-	1	1	1	-	-	1	1	1	1
White Stones, near Banff	-	-	-	-	-	1	-	-	-	-
Whitestones, off Sunderland	-	-	-	-	-	-	1	-	-	-
Whithorn Island, Wigton	-	1	-	-	-	-	-	-	-	1
Whiting Sand, Suffolk	-	-	2	-	-	-	-	-	1	2
Whiting Sand, The Wash	-	-	1	-	-	1	-	-	-	-
Whitaker Spit, Essex	-	-	2	1	-	-	1	2	1	-
Wildfire Rocks, near Dunbar	-	-	-	1	-	-	-	-	-	-
Willies Rocks, near Quoile	-	1	-	-	-	-	-	-	-	-
Winterton Ridge, Norfolk	-	2	-	1	-	1	1	1	-	1
Wolves Rocks, Bristol Channel	-	2	-	-	-	-	-	-	-	1
Wool House Rock, Carmarthen Bay	-	-	1	-	-	1	-	-	-	-
Woolpack Sand, Lynn Deepes	-	-	1	-	-	-	-	-	-	-
Woolpack Sand, off Ramsgate	-	1	-	-	-	-	-	-	-	-
Woolpack Ridge, the Wash	-	-	-	1	-	-	-	-	-	-
Woolsteners, off Hayling Island	-	-	1	-	-	-	-	-	-	-
Workington Bank, Solway Firth	-	-	1	-	-	-	-	-	-	1
Wyre Skerries, Orkney	-	-	1	-	-	-	-	-	-	-
Yantlett Flats, River Thames	-	-	-	-	-	-	1	1	-	1
Yaw Rock, near the Dodman, Cornwall	-	-	1	-	-	1	-	-	-	-
Yensta Skerry, near Deer Ness, Orkney Islands.	-	-	-	-	-	-	1	-	-	-
Yule Rocks, Sound of Mull	-	-	-	-	-	-	-	-	-	2
Totals	301	341	361	305	240	255	316	284	249	272

APPENDIX B.

TABLE 1.--STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS OF THE UNITED KINGDOM.

TABLE 2.--STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS ABROAD.

APPENDIX B.

TABLE 1.—STATEMENT showing the RIVERS AND HARBOURS OF THE UNITED KINGDOM in which Shipping Casualties occurred during the Year ended 30th June 1889, and showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

(River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the Rivers.)

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Aberdeen	-	7	7	-	2	4	1	5	6	-	-	11	-
Amlwch	2	-	2	-	1	1	-	6	-	-	-	6	-
Anstruther	-	1	1	-	-	1	-	2	-	-	-	2	-
Arbroath	-	1	1	-	1	-	-	-	1	-	-	1	-
Ardrossan	-	3	3	-	2	-	1	2	1	-	-	3	-
Avon	1	73	74	-	23	44	7	54	62	2	3	121	3
Ayr	-	9	9	-	5	-	4	1	8	-	-	9	-
Bangor	-	3	3	-	3	-	-	3	-	-	-	3	-
Bann	-	2	2	-	1	-	1	1	1	-	-	2	-
Barrow	-	6	6	-	4	2	-	1	6	1	-	8	-
Belfast	1	8	9	-	2	2	5	2	8	1	-	11	1
Blyth	-	2	2	-	1	1	-	1	2	-	-	3	-
Borrowstoness	-	2	2	-	1	-	1	-	1	-	1	2	-
Boyne	-	2	2	-	-	2	-	2	2	-	-	4	-
Brixham	-	8	8	-	-	5	3	13	-	1	-	14	-
Buckie	-	2	2	-	-	2	-	3	1	-	-	4	-
Bude	-	1	1	-	-	1	-	2	-	-	-	2	-
Burghhead	-	2	2	-	1	-	1	1	1	-	-	2	-
Burntisland	-	3	3	-	-	1	2	-	3	-	1	4	-
Cardiff	-	29	29	-	13	13	3	6	30	6	1	43	1
Carnlough	-	1	1	-	-	-	1	1	-	-	-	1	-
Carron	-	4	4	-	-	3	1	1	2	3	1	7	-
Charlestown	-	1	1	-	-	-	1	1	-	-	-	1	-
Chichester	-	1	1	-	-	-	1	1	-	-	-	1	-
Cleddy	1	-	1	-	-	1	-	1	1	-	-	2	2
Clyde (above Greenock)	2	33	35	-	13	19	3	8	44	3	-	55	-
Colne	-	1	1	-	-	-	1	1	-	-	-	1	-
Conway	-	1	1	-	1	-	-	-	1	-	-	1	-
Cullen	-	1	1	-	-	-	1	1	-	-	-	1	-
Dart	-	1	1	-	1	-	-	-	1	-	-	1	-
Donaghadee	1	-	1	-	1	-	-	1	-	-	-	1	-
Douglas	-	4	4	-	1	1	2	-	5	-	-	5	-
Dover	-	1	1	-	-	1	-	-	2	-	-	2	-
Duddon	-	9	9	-	3	1	5	6	4	-	-	10	-
Dundalk	-	1	1	-	-	-	1	1	-	-	-	1	-
Dunmore	-	1	1	-	-	1	-	2	-	-	-	2	-
Dysart	-	1	1	-	1	-	-	-	-	1	-	1	-
Exe	-	1	1	-	-	-	1	1	-	-	-	1	-
Falmouth	-	15	15	-	5	3	7	10	7	1	-	18	-
Fleetwood	-	1	1	-	1	-	-	-	1	-	-	1	-
Forth	-	1	1	-	-	1	-	1	-	4	-	5	-
Foyle	-	4	4	-	1	1	2	1	4	-	-	5	-
Galway	-	3	3	-	2	-	1	2	1	-	-	3	-
Garliestown	-	1	1	-	-	-	1	1	-	-	-	1	-
Glasgow Dock	-	1	1	-	1	-	-	1	-	-	-	1	-
Granton	-	3	3	-	1	-	2	1	-	2	-	3	-
Grimsby	-	2	2	-	4	3	1	5	4	2	-	11	-

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Hartlepool	-	36	36	-	25	6	5	9	25	5	3	42	1
Harwich	-	4	4	-	1	3	-	2	5	-	1	8	-
Hayle	-	2	2	-	2	-	-	1	1	-	-	2	-
Humber (above Hull)	-	24	24	-	8	8	8	11	21	-	-	32	-
Inverness	-	2	2	-	1	-	1	-	2	-	-	2	-
Itchen	-	2	2	-	-	1	1	1	2	-	-	3	-
Lee (co. Cork)	-	1	1	-	-	1	-	-	2	-	-	2	-
Leith	-	19	19	-	8	6	5	7	15	1	2	25	-
Liffey	1	14	15	1	4	5	5	6	14	-	-	20	-
Littlehampton	-	1	1	-	1	-	-	1	-	-	-	1	-
Llanelly	-	4	4	-	4	-	-	-	4	-	-	4	-
Looe	-	2	2	-	-	-	2	2	-	-	-	2	-
Lowestoft	-	12	12	-	1	10	1	17	4	-	1	22	-
Lune	-	4	4	-	3	1	-	2	1	2	-	5	-
Maryport	-	6	6	-	4	2	-	3	6	-	-	9	-
Medina	-	4	4	-	-	2	2	4	2	-	-	6	-
Medway	-	14	14	-	-	11	3	21	2	1	1	25	-
Mersey (above New Brighton)	5	159	164	-	52	88	24	105	183	14	4	256	1
Milford	-	3	3	-	-	3	-	3	3	-	-	6	-
Montrose	-	7	7	-	7	-	-	2	5	-	-	7	-
Morecambe	1	-	1	-	1	-	-	1	-	-	-	1	-
Neath	-	2	2	-	-	2	-	-	3	1	-	4	-
Nene	-	4	4	-	4	-	-	-	4	-	-	4	-
Newry	-	1	1	-	-	-	1	-	1	-	-	1	-
Orwell	-	4	4	-	2	1	1	1	3	-	1	5	-
Ouse (Yorkshire)	-	33	33	-	17	15	1	6	35	4	3	48	-
Padstow	-	2	2	-	1	-	1	1	-	1	-	2	-
Par	-	1	1	-	-	-	1	1	-	-	-	1	-
Parrett	-	3	3	-	2	1	-	2	-	1	1	4	-
Penzance	1	-	1	-	-	-	1	1	-	-	-	1	-
Plymouth (including Devonport)	2	67	69	-	20	29	20	84	15	-	-	99	-
Poole	1	4	5	-	1	2	2	4	2	1	-	7	-
Porthleven	-	1	1	-	-	1	-	-	1	1	-	2	-
Portreath	-	1	1	-	1	-	-	1	-	-	-	1	-
Port St. Mary	-	1	1	-	-	1	-	2	-	-	-	2	-
Portsmouth	-	4	4	-	-	3	1	3	4	-	-	7	-
Portsoy	-	1	1	-	-	-	1	1	-	-	-	1	-
Port Talbot	-	1	1	-	-	1	-	1	1	-	-	2	-
Pwllheli	-	1	1	-	1	-	-	-	1	-	-	1	-
Ramsey	-	4	4	-	-	2	2	4	2	-	-	6	-
Ramsgate	-	6	6	-	-	2	4	8	-	-	-	8	-
St. David's Harbour (Firth of Forth).	-	1	1	-	1	-	-	-	-	-	1	1	-
Scarborough	-	1	1	-	-	1	-	2	-	-	-	2	-
Seaham	-	6	6	-	3	1	2	1	4	2	-	7	-
Severn	1	5	6	-	3	3	-	8	1	-	-	9	-
Shannon	-	4	4	-	2	2	-	5	1	-	-	6	-
Shoreham	-	4	4	-	1	3	-	5	2	-	-	7	-
Stornoway	-	4	4	-	1	3	-	1	6	-	-	7	-
Stranraer	-	1	1	-	-	1	-	1	1	-	-	2	-
Suir	-	3	3	-	2	-	1	2	-	1	-	3	-
Swansea	-	16	16	-	6	6	4	5	15	1	1	22	-

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Tamar	-	1	1	-	-	-	1	1	-	-	-	1	-
Taw	1	12	13	-	4	9	-	21	2	-	-	23	-
Tay	-	6	6	-	1	2	3	3	5	-	-	8	-
Tees	1	36	37	-	15	22	-	12	37	1	6	56	-
Teignmouth	-	2	2	-	1	1	-	3	-	-	-	3	-
Thames (above Gravesend)	13	580	593	1	47	499	46	611	501	17	36	1,165	18
Torquay	-	6	6	-	3	-	3	5	1	-	-	6	-
Torridge	-	2	2	-	-	1	1	2	1	-	-	3	-
Trent	1	-	1	-	1	-	-	1	-	-	-	1	-
Troon	-	5	5	-	1	2	2	3	4	-	-	7	-
Tweed	-	1	1	-	1	-	-	-	1	-	-	1	-
Tyne	2	84	86	-	17	56	13	22	92	16	15	145	8
Usk	-	20	20	-	2	13	5	7	18	5	3	33	2
Warkworth	-	7	7	-	1	4	2	4	7	-	-	11	-
Wear	-	60	60	-	10	37	13	28	67	7	4	106	-
Wexford	-	4	4	-	2	-	2	4	-	-	-	4	-
Whitby	-	4	4	-	-	2	2	3	2	1	-	6	-
Whitehaven	-	1	1	-	-	-	1	1	-	-	-	1	-
Wick	-	4	4	-	1	1	2	4	1	-	-	6	-
Witham	-	6	6	-	5	1	-	1	2	3	1	7	-
Wye	-	1	1	-	-	1	-	1	1	-	-	2	-
Yarmouth, Gt.	-	10	10	-	1	7	2	13	2	2	-	17	-
Totals for 1888-89	38	1,621	1,659	2	399	999	256	1,251	1,303	115	91	2,760	34
Totals for 1887-88	25	1,447	1,472	3	388	900	181	1,226	1,049	101	85	2,461	21
Totals for 1886-87	37	1,336	1,373	5	365	806	197	1,127	989	107	64	2,287	47
Totals for 1885-86	26	1,158	1,184	1	334	687	162	902	893	74	62	1,931	30
Totals for 1884-85	29	940	969	4	263	552	150	702	735	68	45	1,550	15
Totals for 1883-84	38	1,243	1,281	4	319	836	122	1,165	913	97	32	2,207	*155
Totals for 1882-83	19	999	1,018	12	257	661	88	877	725	100	55	1,757	31
Totals for 1881-82	21	982	1,003	18	222	690	73	933	687	106	35	1,761	19
Totals for 1880-81	31	790	821	14	180	540	87	727	562	80	28	1,397	13
Totals for 1879-80	9	720	729	3	144	526	56	641	562	62	24	1,289	12

* Of this number 124 lives were lost at the launch of the "Daphne" in the Firth of Clyde.

TABLE 2.—STATEMENT showing the RIVERS AND HARBOURS IN BRITISH POSSESSIONS ABROAD in which Casualties that were reported during the Year ended 30th June 1889 occurred to British and Foreign Vessels, and also the RIVERS AND HARBOURS IN FOREIGN COUNTRIES in which Casualties reported during that period occurred to British Vessels, showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Alexandria	-	2	2	-	-	1	1	-	3	-	-	3	-
Amsterdam	-	4	4	-	1	1	2	-	4	-	-	4	-
Auckland, N.Z.	-	1	1	-	-	1	-	1	1	-	-	2	-
Baltimore	-	5	5	-	5	-	-	-	5	-	-	5	-
Barcelona	-	2	2	-	-	2	-	-	4	-	-	4	-
Batoum	-	2	2	-	-	1	1	-	2	-	-	2	-
Bayonne	-	1	1	-	1	-	-	-	1	-	-	1	-
Boston	-	1	1	-	1	-	-	-	1	-	-	1	-
Boïg	-	1	1	-	-	1	-	-	2	-	-	2	-
Boulogne	-	2	2	-	1	-	1	-	2	-	-	2	-
Brahmapootra	1	1	1	-	-	-	1	1	-	-	-	1	-
Bremerhaven	-	1	1	-	1	-	-	-	1	-	-	1	-
Brisbane	1	5	6	1	-	5	-	3	8	-	-	11	1
Buenos Ayres	-	1	1	-	-	1	-	-	1	-	-	1	-
Calais	-	2	2	-	1	1	-	-	2	-	-	2	-
Capetown	-	1	1	-	-	-	1	-	1	-	-	1	10
Catania	-	2	2	-	-	-	2	-	2	-	-	2	-
Cette	-	2	2	-	-	2	-	-	2	-	-	2	-
Charente	-	2	2	-	1	-	1	-	2	-	-	2	-
Charleston	-	7	7	-	2	2	3	1	7	-	-	8	-
Cherbourg	-	1	1	-	-	-	1	1	-	-	-	1	-
Chittagong	1	1	2	-	-	-	2	2	-	-	-	2	-
Civita Vecchia	-	2	2	-	2	-	-	-	2	-	-	2	-
Cochin	1	1	1	-	-	-	1	1	-	-	-	1	-
Columbia, Or.	-	1	1	-	-	1	-	-	-	-	-	1	-
Constantinople	-	9	9	-	-	8	1	1	10	-	-	10	-
Copenhagen	-	2	2	-	1	1	-	-	2	-	-	2	-
Corfu	-	1	1	-	1	-	-	-	1	-	-	1	-
Cronstadt	-	2	2	-	-	-	2	-	2	-	-	2	-
Danube	-	34	34	-	18	13	3	1	39	-	-	40	-
Dantzic	-	1	1	-	1	-	-	-	1	-	-	1	-
Delaware	-	4	4	-	3	1	-	1	3	-	-	4	-
Demerara	-	2	2	-	-	2	-	1	3	-	-	4	-
Dieppe	-	1	1	-	1	-	-	-	1	-	-	1	-
Dunkirk	-	18	18	-	9	9	-	4	17	-	-	21	-
Dwina	-	3	3	-	3	-	-	-	3	-	-	3	-
Eider	-	1	1	-	-	-	1	-	1	-	-	1	-
Elbe	-	49	49	-	26	20	3	5	47	-	-	52	-
Essequibo	-	1	1	-	1	-	-	-	1	1	-	1	-
Fraser, B.C.	-	1	1	-	-	-	1	-	1	-	-	1	-
Fiume	-	1	1	-	-	1	-	-	2	-	-	2	-
Garonne	-	2	2	-	-	2	-	-	2	-	-	2	-
Genoa	-	3	3	-	1	-	2	-	3	-	-	3	-
Ghent	-	2	2	-	1	1	-	-	2	-	-	2	-
Gironde	-	4	4	-	-	2	-	1	3	-	-	4	-
Gothenburg	-	1	1	-	-	1	-	-	1	-	-	1	-
Guadalquivir	-	2	2	-	-	2	-	2	-	-	-	2	-
Guernsey	-	4	4	-	1	2	1	3	1	2	-	6	-

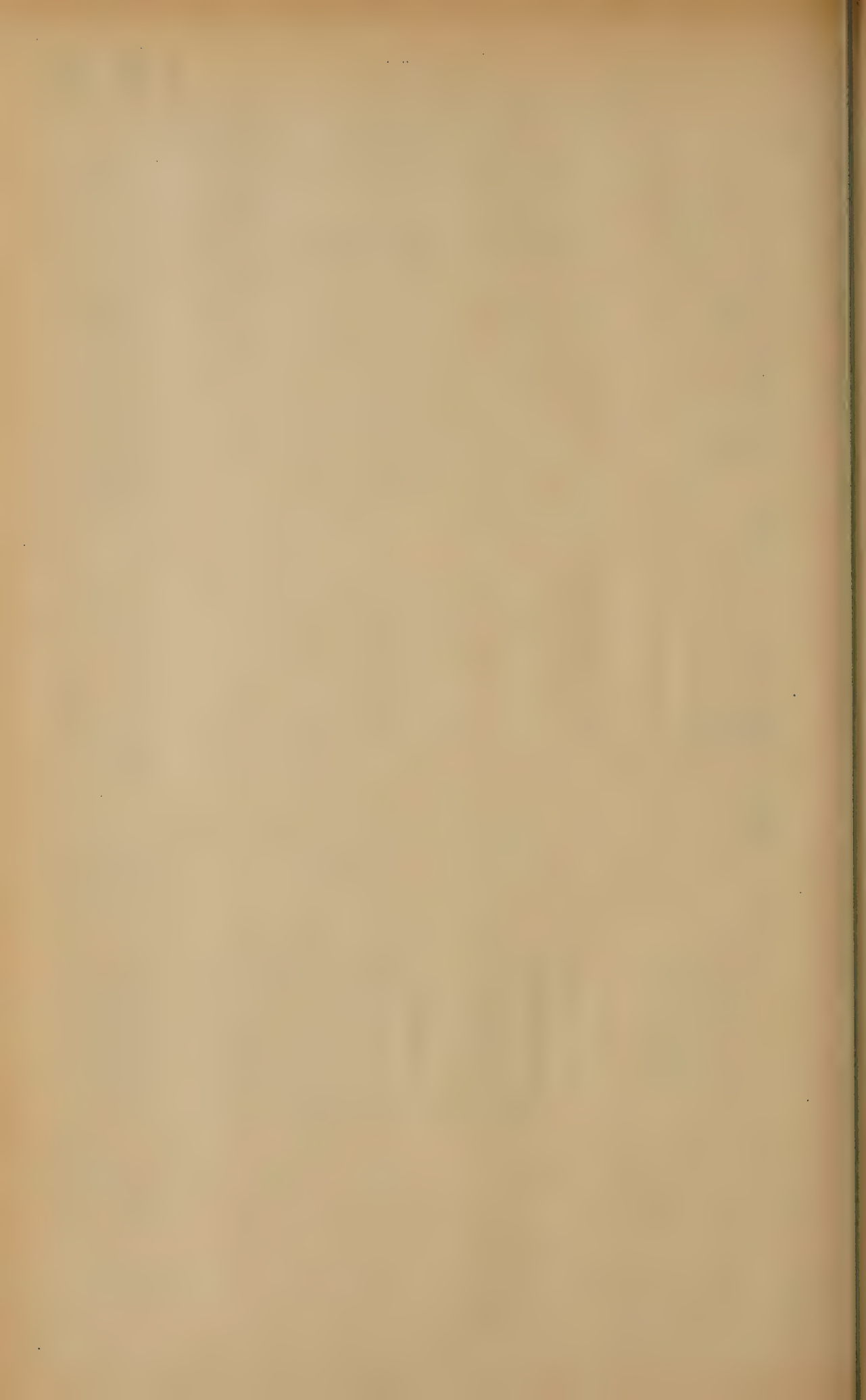
STATEMENT OF CASUALTIES, &c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Havre - - - - -	-	12	12	-	8	3	1	3	10	-	-	13	-
Hong Kong - - - - -	-	2	2	-	1	-	1	-	2	-	-	2	-
Hooghly - - - - -	3	17	20	-	10	7	3	15	12	1	-	28	39
Huelva - - - - -	-	2	2	-	1	-	1	-	2	-	-	2	-
Irrawaddy - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Kolan, Queensland - - - - -	1	-	1	-	-	-	1	1	-	-	-	1	-
Konigsberg - - - - -	-	1	1	-	-	1	-	-	1	-	-	1	-
Kustendje - - - - -	-	1	1	-	-	1	-	-	2	-	-	2	-
Leghorn - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Libau - - - - -	-	2	2	-	-	2	-	-	3	-	-	3	-
Loctudy - - - - -	-	1	1	-	-	1	-	2	-	-	-	2	-
Maas - - - - -	-	13	13	-	7	5	1	1	14	-	-	15	-
Malta - - - - -	-	6	6	-	1	4	1	-	8	1	1	10	-
Marseilles - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Mary, Queensland - - - - -	-	2	2	-	-	2	-	1	3	-	-	4	-
Mississippi - - - - -	-	5	5	-	-	1	4	-	6	-	-	6	-
Moulmein - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Murray, S.A. - - - - -	1	-	1	-	-	-	1	-	1	-	-	1	-
Nervion - - - - -	-	29	29	-	9	17	3	-	41	-	-	41	-
Neva - - - - -	-	3	3	-	2	1	-	-	4	-	-	4	-
Newcastle, N.S.W. - - - - -	-	3	3	-	-	2	1	3	1	1	-	5	-
New York - - - - -	1	5	6	-	-	3	3	3	4	-	-	7	3
Norfolk, Va. - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
North Sea Canal - - - - -	-	1	1	-	-	1	-	-	1	-	-	1	-
Oder - - - - -	-	2	2	-	1	1	-	-	2	-	-	2	-
Odessa - - - - -	-	8	8	-	-	5	3	-	12	-	-	12	-
Orne - - - - -	-	5	5	-	4	1	-	1	5	-	-	6	-
Ostend - - - - -	-	1	1	-	1	-	-	1	-	-	-	1	-
Onistreham - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Oust - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Parana - - - - -	-	12	12	-	9	2	1	6	7	-	-	13	-
Peiho - - - - -	-	3	3	-	-	3	-	-	3	-	-	3	-
Pelotas - - - - -	-	2	2	-	-	2	-	3	-	-	-	3	-
Plate - - - - -	-	2	2	-	2	-	-	2	-	-	-	2	-
Port Hawkesbury, C.B. - - - - -	-	1	1	-	1	-	-	1	-	-	-	1	-
Port Said - - - - -	-	3	3	-	-	1	2	-	4	-	-	4	-
Poti - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Procida, Italy - - - - -	-	1	1	-	1	-	-	1	-	-	-	1	-
Rangoon - - - - -	-	3	3	-	-	3	-	2	4	1	-	7	-
Ristigouche, N.B. - - - - -	1	-	1	-	-	-	1	1	-	-	-	1	-
Riga - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-

STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
St. Brieux - - - -	-	1	1	-	1	-	-	1	-	-	-	1	-
St. John, N.B. - - -	2	1	3	-	-	-	3	2	1	-	-	3	-
St. Lawrence - - - -	4	8	12	-	4	6	2	2	15	1	-	18	8
St. Malo - - - - -	-	1	1	-	-	1	-	1	1	-	-	2	-
San Francisco - - -	-	2	2	-	-	1	1	2	-	-	-	2	-
Savannah - - - - -	-	8	8	-	7	-	1	2	6	-	-	8	-
Scheldt - - - - -	1	28	29	-	14	12	3	-	34	-	-	34	-
Seine - - - - -	-	17	17	-	10	6	1	4	16	-	-	20	-
Shanghai - - - - -	-	6	6	-	1	5	-	-	8	-	-	8	-
Singapore - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Skeena, B.C. - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Suez - - - - -	-	44	44	-	30	10	4	-	53	-	-	53	-
Summerside, P.E.I. -	-	1	1	-	-	1	-	2	-	-	-	2	-
Swinemunde - - - -	-	2	2	-	1	1	-	-	2	-	-	2	-
Sydney, N.S.W. - - -	-	2	2	-	1	-	1	-	3	-	-	3	-
Tigris - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Tonala - - - - -	-	1	1	-	-	-	1	1	-	-	-	1	-
Treport - - - - -	-	3	3	-	1	1	1	1	3	-	-	4	-
Tripoli - - - - -	-	1	1	-	-	-	1	-	1	-	-	1	-
Uruguay - - - - -	-	2	2	-	2	-	-	2	-	-	-	2	-
Venice - - - - -	-	1	1	-	1	-	-	-	1	-	-	1	-
Weser - - - - -	-	1	1	-	-	1	-	-	1	-	-	1	-
Wellington, N.Z. - -	-	1	1	-	-	1	-	2	-	-	-	2	-
Williamette, Or. - -	-	1	1	-	-	1	-	-	1	-	-	1	-
Williamstown, Victoria -	-	1	1	-	-	-	1	1	-	-	-	1	-
Wilmington, N. Ca. - -	-	1	1	-	-	-	1	1	-	-	-	1	-
Yang-tsze - - - - -	-	3	3	-	-	3	-	-	3	-	-	3	-
Yarra - - - - -	-	4	4	-	2	1	1	2	2	1	-	5	1
Ymuiden - - - - -	-	6	6	-	4	2	-	-	6	-	-	6	-
Zaandam - - - - -	-	2	2	-	1	1	-	1	2	-	-	3	-
Lake Casualties - - -	14	16	30	4	22	1	3	17	13	1	-	31	8
Totals for 1888-89 -	32	522	554	5	251	208	90	120	534	10	1	665	70
Totals for 1887-88 -	33	595	628	5	270	214	139	147	562	18	3	730	43
Totals for 1886-87 -	30	562	592	5	280	212	95	149	545	13	8	715	13
Totals for 1885-86 -	35	490	525	5	240	190	90	123	484	10	6	623	57
Totals for 1884-85 -	30	479	509	*4	238	141	126	148	421	6	2	577	13
Totals for 1883-84 -	38	543	581	7	228	245	101	166	506	30	6	708	30
Totals for 1882-83 -	35	566	601	6	254	267	74	201	537	19	6	763	131
Totals for 1881-82 -	33	435	468	6	216	180	66	172	382	14	2	570	70
Totals for 1880-81 -	57	466	523	10	234	164	115	271	324	10	2	607	253
Totals for 1879-80 -	31	475	506	7	175	221	103	210	402	10	4	626	39

* Including one missing Vessel on Lake Erie.



APPENDIX C.

TABLE 1.—SEA CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT LOSS OF LIFE.

TABLE 2.—SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

TABLE 3.—RIVER AND HARBOUR CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT
LOSS OF LIFE.

TABLE 4.—RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF
LIFE.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

APPENDIX C.

Table 1.—Detailed Statement of Sea Casualties involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad; in five divisions, viz., (1) Foundering, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

(1) FOUNDERINGS.

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1887. 24 Aug.	"Terrigal" 19 years.	Sydney, N.S.W.	-	Ketch, W.	22	3	G. Seeds, Bundaberg, Queensland.	Bundaberg, Queensland.	Bundaberg, Queensland.	Gladstone, Queensland.	Timber	-	S.E. 4	Off Seal Rocks, Queensland.
7 Oct.	"Mutto - Komar- asany-puravy" 10 years.	Jaffna	-	Brig. W.	114	14	Susarpillai Marimppillai.	M. A. R. A. R. Supramaniamkottai, Ceylon.	Kayia	Masulipatnam	Ballast	-	N.W. 10	South of Madras, Bay of Bengal.
1888. 27 April	"Ellengowan" 22 years.	Port Darwin, S.A.	-	S.S. I.	36	None on board.	-	C. Copeland, Port Darwin, S.A.	Lying at Port Darwin, S.A.	Ballast	Ballast	-	-	Port Darwin, Northern Territory, South Australia.
8 June	"Racer" 15 years.	Not registered	-	Sloop, W.	5	3	J. I. Hall	M. Sloan, Falmouth, Jamaica.	Salt Marsh, Jamaica.	Falmouth, Jamaica.	Run	-	Squally	Off Falmouth, Jamaica.
23 June	"Mina" 21 years.	Sydney, N.S.W.	-	Brig. W.	268	9	J. P. Stirling, Sydney, N.S.W.	Sydney, N.S.W.	Clarence River, N.S.W.	Maibourne	Timber, 1 passenger.	-	S.W. 9	10 miles off Green Cape, New South Wales, S. Pacific.
27 June	"Arrow" 4 years.	Savannah-la-Mar, Jamaica.	-	Sloop, W.	13	4	W. Fraser	W. Farquharson, Savannah-la-Mar, Jamaica.	Whitehouse, Jamaica.	Savannah-la-Mar, Jamaica.	Sugar	-	S.E. 7	Off Crab Pond Point, Jamaica.
28 June	"Rocket" 3 years.	Not registered	-	Cutter, W.	3	19	J. C. Patten	A. Townshead, Townsville, Queensland.	Townsville, Queensland, to collect beche de mer.	Ballast	Ballast	2	S. 8	Off Palm Islands, Queensland.
2 July	"Vine" 23 years.	Hayle	-	Schooner, W.	97	4	J. Murt	H. Murt, Hayle	Port Falbot	Penryn	Coal	-	S.W. 9	Off St. Ives Head, Cornwall.
6 July	"Pitre et Marie" 27 years.	France	-	Brigantine, W.	119	6	C. Pourveau	F. P. Chapron, La Haute Indre, France.	Cardif	Nantes	Coal	-	N.W. 4	20 miles S.W. of Lundy Island, Bristol Channel.
8 July	"Island Queen" 22 years.	Newport, Mon.	(a.) Ll. 6 A. 1. cont. 4 A. 1. (b.) 4.38.	Barque, W.	355	10	L. Brabazon	T. McVeagh, Belfast.	Cardiff	Buenos Ayres.	Coal	-	S. 10	Lat. 18° 40' S., Lon. 38° 40' W., S. Atlantic.
10 July	"Enterprise" 29 years.	Southampton	-	Ketch, W.	72	4	R. Dale	C. Pudney, Bournemouth, Sussex.	Lowestoft	The Tyne	Oak trees	4	N. 7	About 1½ miles N. of Flamborough Head, Yorkshire.
12 July	"Jane Maria" 23 years.	Ayr	-	Barque, W.	341	9	J. M. Evans	Burn and Evans, Swansea.	Swansea	Port Natal	Coal	-	N.E. 6	Lat. 18° N., Lon. 24° W., N. Atlantic.
13 July	"Fancy" 40 years.	Not registered	-	Cutter, W.	5	3	E. G. Lane	G. Sutton, St. Lawrence, Kent.	Ramsgate, for fishing.	Ballast	Ballast	-	W.N.W. 2	Off Ramsgate, Kent.
24 July	"Blanche" Age unknown.	Not registered	-	Yacht (Sloop), W.	5	1	J. Blackburn	Forewood Bros. & Co., London.	London	Broadstairs	Ballast	1	W.S.W. 8	½ mile N.E. by N. of the N. Foreland Lighthouse, Kent.
25 July	"Joyce" 21 years.	Grimsby	-	Ketch, W.	60	5	H. Harris, Grimsby.	-	Grimsby, for fishing.	Ballast, 2 passengers.	Ballast, 2 passengers.	-	S.W. 5	149 miles E. by N. of Spurn Point, North Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

31 July	"Caroline" Age unknown.	Not regis- tered.	Age	Sailing Boat (Trading), W.	About 2	2	H. E. Bartholomew Dover.	Returning to Dover, in tow.	Ballast	2	Calm	1 mile off the S. Foreland, Kent.
5 Aug.	"Sea Gull," 5 years.	-	-	Dandy, W.	29	9	E. Utting - G. W. Utting, Kessington, Suffolk.	Scarborough, for fishing.	Ballast	9	N.N.W. 8	3 miles E. by N. of Scar- borough, Yorkshire.
10 Aug.	"Zelica," 4 years.	-	(a.) Ll. 9 A. 1. 1.87.	Brigantine, W.	299	8	J. Murchison - G. Peake, Char- lottesville, P.E.I.	Bahia - Boston, Mass.	Sugar	-	S.E. 8	Lat. 3° 35' S., Lon. 38° 45' W., S. Atlantic.
14 Aug.	"Bentick," 10 years.	-	(a.) Ll. 100 A. 1. (b.) 4.86.	S.S., I.	555	17	A. Asplet - C. Jones, Liverpool	Kotka - Ghent	Boards, deals and battens.	-	W. 10	Off the Hirtshals Light, North Sea.
28 Aug.	"Providence," 88 years.	-	-	Ketch, W.	67	3	W. H. Reeks - Mrs. Rowles, Frampton-on- Severn.	Apildore - Bristol	Gravel	-	S.S.W. 9	Off Bagby Point, Devonshire.
30 Aug.	"Active," 71 years.	-	-	Schooner, W.	55	3	N. Opray - A. Murphy, Belfast	Belfast - Glasgow	Iron	-	W. 6	Off Sanda, Firth of Clyde.
30 Aug.	"Dragon," 24 years.	-	(a.) Ll. * A. 1. (b.) 8.87.	Barque, I.	606	15	J. Roberts - Ship "Dragon," London Limited.	Rangoon - Valparaiso	Rice	-	N.W. 4	Lat. 30° S., Lon. 83° 30' W., S. Pacific.
30 Aug.	"South Carolina," 14 years.	-	-	Cutter, W.	27	5	M. I. Soares, Auckland, N.Z.	Maori Bay, N.Z.	Firewood	-	Squally	Between Pigeon Rock and Flat Island, Haumaki Gulf, New Zealand.
2 Sept.	"Silas Fish," 23 years.	-	-	Barque, W.	667	11	J. W. Covert - S. Fish, New York	Cockburn Harbour, Turt islands.	Salt, 2 pas- sengers.	11	N.E. 12	Turk's Islands Channel, West Indies.
3 Sept.	"Mary Watkins," 38 years.	-	(a.) Ll. A. 1. in Red. (b.) 10.87.	Schooner, W.	109	6	M. Jones, Port- madoc.	Bridgewater - Marsailles	Bath bricks	-	N.N.E. 9	About 15 miles S.W. of Cape Verde, Portugal, N.
30 Sept.	"Grace Town," Age unknown.	-	-	Barge, W.	Sup- posed about 50	2	G. Gallagher - Johnston, Southampton.	Penarth - (in tow.)	-	-	N.E. 6	About 6 miles off Trevose Head, Cornwall.
30 Sept.	"John William," 38 years.	-	-	Schooner, W.	61	2	T. Gracie - S. A. Sadler, Preston-on- Rea, Durham.	Dunglas, Isle of Man.	Coal tar	-	N. 6	About 10 miles off Doughts, Isle of Man.
30 Sept.	"Margaretha," 10 years.	-	(a.) B. Ver. 53, G. 1.1, for 9 years from 13.84. (b.) 13.84.	Schooner, W.	98	4	J. F. Koster - A. Spence, Holland.	Hamburg - Borrow- stones.	Scrap iron	-	N. 9	40 miles E. of Hartlepool, Durham.
2 Oct.	"Monkey," 49 years.	-	-	Schooner, W.	75	5	H. H. Wilson - J. Cooke, Douglas, Isle of Man.	Stettin - Gothenburg	Salt	-	N.W. 9	7 miles N. of Jassmund Head, Baltic.
4 Oct.	"Kildare," 4 years.	-	(a.) Ll. 100 A. 1. (b.) 3.88.	S.S., I.	227	45	R. M. Hudson, - Sunderland.	Paseoerewan, Java.	Sugar	4	S. 5	Lat. 14° 39' N., Lon. 109° 38' E., China Sea.
5 Oct.	"Catherine," 22 years.	-	-	Brig, W.	194	7	J. Read - O. Marwood, Whitby.	Portsmouth - Sunderland	Ballast	-	W.S.W. 6	Near Winterton, Norfolk.
6 Oct.	"Leader," 35 years.	-	-	Schooner, W.	124	5	Mrs. Davies, Port Dinorwic.	Carmarvon - Sunderland	Slates	-	W.N.W. 7	About 6 miles N.E. by E. of Withernsea, Yorkshire.
6 Oct.	"Tornmentor," 36 years.	-	-	Trading Schooner, W.	32	1	J. S. Spears, St. John, N.B.	Dipper Har- bour, N.B.	Ballast	-	E. 2	About 1 mile W.S.W. of Musquash, New Brunswick.
20 Oct.	"Fair City," 84 years.	-	-	Schooner, W.	95	6	W. Davey, Bude, Cornwall.	Swarsea - Plymouth	Coal	-	E.S.E. 6	About 5 miles N. of Brisons Rocks, Cornwall.
21 Oct.	"Despatch," 33 years.	-	-	S.S., I.	340	17	J. Bell, Prestwick, Ayrshire.	Alexandria - Limassol, Cyprus.	General, 18 passengers.	-	N.W. 2	Lat. 31° 41' N., Lon. 30° 19' E., Mediterranean.
23 Oct.	"Edith Blake," 3 years.	-	-	Schooner, W.	26	5	W. I. Fraser, St. Ann's Bay, Jamaica.	St. Ann's Bay, Jamaica.	Run	1	- 7	10 miles off Annotto Bay, Jamaica, Caribbean Sea.
2 Nov.	"Helene," 18 years.	-	(a.) B. Ver. 53, G. 1.1, for 9 years from 11.82. (b.) 3.88.	Brig, W.	275	6	T. Blumeister - C. Mathikens, Rostock.	Hull - (in tow.)	Blue billy	-	E.N.E. 9	About 10 miles E.N.E. of Fliamborough Head, York- shire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—*cont.*

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1888. 4 Nov.	"Kestrel" 20 years.	Grimsby	-	Dandy, W.	58	6	J. B. Jones	J. Guzewell, Grimsby.	Grimsby, for fishing.	-	Ballast	-	S.S.E. 6	About 70 miles E. of Spurn Point, North Sea.
11 Nov.	"Black Watch" 14 years.	Cardiff	(a.) Ll. 100 A 1. (b.) 5.88.	S.S., I.	933	21	A. Love	J. R. Christie, Cardiff.	Nicolaieff	Hamburg	Barley	-	N.W. 9	150 miles E. of Malta, Mediterranean.
13 Nov.	"Hippolyte" 26 years.	Middlesbrough	-	Brigantine, W.	139	7	H. A. Michelsen	J. Rudd, Middlesbrough.	Middlesbrough	Uddevalla, Sweden.	Coal	-	S.E. by E. 10.	25 miles E. by S. of the Farn Islands, North Sea.
16 Nov.	"Fitzmaurice" 13 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 9.88.	S.S., I.	237	14	W. Gibb	G. Burrell and W. Burrell, jun., Glasgow.	Copenhagen	Bruges	Barley	-	S.W. 10	25 miles N.W. of Ynuuden, North Sea.
18 Nov.	"Isabella Leith" 40 years.	Lowestoft	-	Schooner, W.	163	5	C. Barkaway	Lowestoft.	Shields	Lowestoft	Coal	-	N.W. 10	Off Durham.
20 Nov.	"Alma" 33 years.	Lowestoft	-	Brigantine, W.	185	6	W. E. Gall	J. S. Sterry, Lowestoft.	Seaham	Lowestoft	Coal	-	N.N.W. 10	6 miles N.W. by W. of Schouwen Lightship, North Sea.
20 Nov.	"Nell" 10 years.	London	-	Ketch, W.	55	4	W. Chapman	G. S. King, Gorington.	Great Yarmouth	for fishing.	Ballast	-	S.W. 9	S.E. part of the Dogger Bank, North Sea.
20 Nov.	"Newburgh" 3 years.	Leith	(a.) Liv. A. 1. I. in Red. (b.) 9.88.	S.S., I.	730	17	D. Miller	E. Mackie, Leith	Graengeth	Aarhus	Coal	-	W.N.W. 9	About 100 miles E. of the Isle of May, North Sea.
20 Nov.	"Palatine" 4 years.	Not registered	-	Lugger, W.	1	2	J. Francis	Eastbourne.	Eastbourne	for fishing.	Ballast	-	W.N.W. 6	Near Eastbourne, Sussex.
20 Nov.	"Spray" 33 years. Age unknown.	Not registered	-	Sailing launch (Gladstone), W.	6	2	-	Bolland and Dugdale, N.S.W.	Sydney, N.S.W.	Manning River, N.S.W.	Ballast	-	N.E. —	17 miles N.N.E. of Sydney Light, N.S.W., S. Pacific.
21 Nov.	"Washington" 25 years.	Nowhaven	-	Brig, W.	202	8	G. Balton	G. Robinson, Newhaven.	Sunderland	Newhaven	Coal	-	W.N.W. 9	30 miles E. of the Galloper, North Sea.
23 Nov.	"Lizzie" 33 years.	Fleetwood	-	Schooner, W.	84	4	J. Flory	Mrs. A. Nell Walshaw, Fosse.	London	Sunderland	Scrap iron	-	W.S.W. 9	Off the Dogger Bank, North Sea.
23 Nov.	"Fisher" 5 years.	Not registered	-	Lug Sail, W.	4	4	J. Davidson	Campbeltown.	Inverness	for fishing.	Ballast	-	W.N.W. 9	Off Cronarty.
23 Nov.	"Jessie" 34 years.	London	-	Schooner, W.	58	3	-	H. Grahame, Achitick, Argyllshire.	Anchored in Loch Sunart, Argyllshire.	-	Ballast	-	-	Loch Sunart, Argyllshire.
24 Nov.	"Mary Amelia" 6 years.	Not registered	-	Lugger, W.	20	7	J. Findlay	Portessae, Banffshire.	Great Yarmouth	for fishing.	Ballast	-	W.S.W. 9	Near the Cockle Lightship, Off Norfolk.
24 Nov.	"Only Son" 23 years.	Hull	-	Dandy, W.	56	5	W. Moore	C. Jeffs, Grimsby	Grimsby, for fishing.	-	Ballast	-	W.S.W. 8	About 45 miles N.E. of Spurn Point, Yorkshire.
24 Nov.	"The Douglas" 19 years.	Liverpool	(a.) Ll. A. 1. (b.) 3.87.	Ship, I.	1423	24 & Pilot.	H. E. Betts	E. Hamilton, Liverpool.	San Pedro, California.	Hamburg	Phosphate rock.	-	W. 7	20 miles off Heligoland, North Sea.
25 Nov.	"Three Sisters" 23 years.	Rochester	-	Ketch, W.	44	3	J. S. Lloyd	Rochester.	Spalding	Newcastle-on-Tyne.	Scrap iron, 1 passenger.	-	W.S.W. 9	About 245 miles N.E. by N. of Spurn Point, North Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

26 Nov.	"Lynher" 31 years.	Lynn	-	Brigantine, W.	133	5	W. Burgess	T. Bailey, Lynn	Lynn	-	Sunderland	-	Ballast	-	W.S.W. 9	200 miles off Spurn Point, North Sea.
27 Nov.	"Domingo" 4 years.	Sunderland	-	S.S., L.	899	22	J. T. Wilson	Pinkney & Sons, S.S. Co., Lim., Sunderland.	Santiago de Cuba.	-	Philadelphia	-	Iron ore	-	E.N.E. 11	About Lat. 38° N., Lon. 75° W., N. Atlantic.
27 Nov.	"Isabella and Ann" 7 years.	Not registered	-	Lug Sail, W.	5	5	D. West, Ferryden, co. Forfar.	-	Montrose, for fishing.	-	-	-	Ballast	-	Squally	Montrose Bar, co. Forfar.
27 Nov.	"James and Mary" Age unknown.	Not registered	-	Lug Sail, W.	3	3	T. Cole, Staithes, Yorkshire.	-	Staithes, Yorkshire, for fishing.	-	-	-	Ballast	-	- 7	Near Staithes, Yorkshire.
27 Nov.	"Sheila" 13 years.	St. John, N.B.	-	Barque, W.	967	15	A. Nicholson	J. Black, London	Rio de Janeiro	-	Norfolk, Va.	2	Ballast, passengers.	-	N.N.W. 12	About Lat. 38° 30' N., Lon. 75° W., N. Atlantic.
23 Nov.	"Shadrach" 11 years.	London	-	S.S., L.	903	23	G. Willis	R. S. Donkin, Newcastle-on- Tyne.	Fiume	-	Leith	-	Wheat, barley, flour, &c.	-	N. by E. 10	About 4 miles off Berwick.
23 Nov.	"Wilhelmina" 10 years.	Laneburg, N.S.	-	Brigantine, W.	163	7	J. Simmons	W. A. Zwicker, Lunenburg, N.S.	Demerara	-	Halifax, N.S.	-	Salt	-	N.N.E. 12	Lat. 37° N., Lon. 71° 30' W., N. Atlantic.
30 Nov.	"Iris" 10 years.	Brisbane	-	S.S., W.	38	4	G. Eirson	P. L. Moat, Ban- dsberg, Queens- land.	Townsville, Queensland.	-	Bundaberg, Queens- land.	-	Ballast	-	N.N.W. 6	Off Saddle Back Island, Queensland.
10 Dec.	"Volante" 9 years.	Greenock	-	Steam Yacht, L.	8	3	T. Marshall	M. H. Cameron, Manchester.	Carnarvon	-	Southampton	-	Ballast	-	S.S.W. 6	Off Bardsey Island, Carnar- vonshire.
14 Dec.	"Coquette" Age unknown.	Not registered	-	Yacht, W.	4	3	P. Naldon, Lyttelton, N.Z.	-	Lyttelton, N.Z., to a regatta.	-	-	-	Ballast	-	- 10	Near Le Bon's Bay, New Zealand.
18 Dec.	"Lizzie" 18 years.	Ramsgate	-	Dandy, W.	48	5	S. P. Moxey	P. Moxey, Lowes- loft.	Lowestoft, for fishing.	-	-	-	Ballast	-	W.N.W. 4	Off the Texel, North Sea.
21 D.	"Ada" 20 years.	Harwich	-	Ketch, W.	96	4	R. Layzell	R. Lewis, Harwich	London	-	Exeter	-	Paraffin	-	S.S.W. 9	Portland Race, Dorsetshire.
22 Dec.	"Storm Queen" 8 years.	Newcastle-on- Tyne.	-	S.S., L.	1,375	28	A. E. Jacques	H. B. Tully, New- castle-on-Tyne.	Sebastopol	-	Rotterdam	-	Rye and linseed.	-	N.W. 9	150 miles N.E. of Cape Finis- terre, Bay of Biscay.
24 Dec.	"Seretha" 5 years.	St. John's, N.F.L.	-	Brigantine, W.	144	8	W. Harvey	P. G. Tessier, St. John's, N.F.L.	London	-	St. John's, N.F.L.	-	General	-	W. 12	Lat. 48° 53' N., Lon. 23° 26' W., N. Atlantic.
30 Dec.	"Beliance" 14 years.	London	-	S.S., W.	31	4	D. Hart	W. Rodgers, Milton, Kent.	London	-	Troon	-	Ballast	-	N.E. 6	Near Prawle Point, Devon- shire.
1889, 7 Jan.	"Daniel Lloyd" 38 years.	Kingston, Jamaica.	-	Schooner, W.	39	5	D. Williams	L. Santleben, Luca, Jamaica.	Luca, Jamaica.	-	Kingston, Jamaica.	-	General	-	Squally	About 16 miles off Kingston, Jamaica, Caribbean Sea.
10 Jan.	"Helen Marion" 17 years.	Yarmouth, N.S.	-	Brigantine, W.	395	10	A. J. Muicahy	E. Lenahan, St. John, N.B.	Liverpool	-	Rosario	-	Coal and coke	-	N.W. 9	Lat. 48° 51' N., Lon. 10° 12' W., N. Atlantic.
11 Jan.	"Christina" 14 years.	Halifax, N.S.	-	Brigantine, W.	154	7	J. Fanning	W. Muir, Halifax, N.S.	Georgetown, Demerara.	-	New York	-	Sugar	-	S.S.W. 9	Lat. 36° 35' N., Lon. 71° 9' W., N. Atlantic.
11 Jan.	"Integrity" 6 years.	Sydney, N.S.W.	-	Ketch, W.	51	4	J. Ferguson	C. Henderson, Pymont, N.S.W.	Camden Haven, N.S.W.	-	Sydney, N.S.W.	-	Timber	-	N.E. 2	25 miles E. of Broken Bay, New South Wales, S. Pacific.
18 Jan.	No name	Not registered	-	Lug Sail, W.	1	3	- Greig	A. Noble, Fraser- burgh.	Fraserburgh, for a pleasure cruise.	-	-	-	Ballast	-	N.W. 11	Near Cairnbulg, Aberdeen- shire.
23 Jan.	"Arbutus" 22 years.	N. Shields	-	Barque, W.	339	10	B. Blich	H. Campbell, N. Shields.	Wilmington	-	Fleetwood	-	Rosin	-	N.W. 9	Lat. 34° 56' N., Lon. 72° 10' W., North Atlantic.
23 Jan.	"Electric" 20 years.	Lowestoft	-	Ketch, W.	43	5	G. E. Lenk	D. Nethersell, Lowestoft.	Lowestoft, for fishing.	-	-	-	Ballast	-	N.E. 2	About 40 miles S.E. by S. of Lowestoft, North Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—*cont.*

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry if British.	(a) Class in Lloyd's Register, Liverpool Book or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1889. 25 Jan.	"Margaretha Dekhoff," 15 years.	Germany	-	Schooner, W.	120	6	R. Strasen	A. Burchard, Ros- tock.	Rottendam	Inverness	Bone ash	-	Squally	About 50 miles N.E. of Buckie, Banffshire.
30 Jan.	"Louisa," 20 years.	Rochester	-	Spritsail Barge, W.	31	2	W. H. Gregory	O. Dani, Faver- sham.	Faversham	London	Flints	-	W.S.W. 4	About 3 miles W.N.W. of Warden Point, Kent.
1 Feb.	"Brothers," 19 years.	Not registered	-	Snack, W.	11	2	A. Jones	Pembroke Dock.	Hook, Milford Haven.	Pembroke Dock, Mil- ford Haven.	Cutln	-	W.N.W. 7	Off Pembroke Dock, Milford Haven.
2 Feb.	"Proteus," 32 years.	A colonial ves- sel holding a provisional certificate of registry.	-	Brig, W.	257	8	J. W. Holmes	Yarmouth, N.S.	Portland, Maine.	Rosario	Lumber	-	S.W. 10	Lat. 38° 40' N., Lon. 66° 40' W., N. Atlantic.
3 Feb.	"Libbie, H.," 14 years.	Halifax, N.S.	-	Brigantine, W.	351	9	G. C. Hawes	J. MacNab, Hal- ifax, N.S.	Halifax, N.S.	Buenos Ayres.	Kerosene	2	S.W. —	Lat. 31° 15' N., Lon. 52° 45' W., N. Atlantic.
3 Feb.	"Premier McKen- zie," 11 years.	Chatham, N.B.	-	Barque, W.	338	6	— Howard	Miss Watt, St. John, N.B.	Rosario	Barbados	Ballast	2	S.E. 6	About 40 miles N. of Rio Grande do Sul, S. Atlantic.
4 Feb.	"Johns," 40 years.	Goole	-	Schooner, W.	69	4	R. Goodworth	C. Carr, Goole	Goole	Gravesend	Coal	-	E.N.E. 8	Off Southwold, Suffolk.
5 Feb.	"Venus," 45 years.	Bristol	(a) L.L.A. 1 in Red, S.S. 84, 9 years. (b) 488.	Barque, W.	311	8	P. Ronsey	J. Winship, New- castle-on-Tyne.	Saffi	Gloucester	Beans	-	N. 10	About Lat. 46° 20' N., Lon. 9° 16' W., N. Atlantic.
7 Feb.	"Star," 20 years.	Montrose	-	Schooner, W.	44	3	J. Cordner	T. Inglis, Mont- rose.	Montrose	Newcastle- on-Tyne.	Railway iron	-	N.N.E. 5	About 5 miles N.E. by N. of St. Abb's Head, Berwick- shire.
8 Feb.	"Mary," Age unknown.	Not registered	-	Snack, W.	15	2	J. Davidson, Oban.	J. P. Robinson, Grimsby.	Oban	Port Appin	Stones	-	N.W. 10	Near Port Appin, Argyllshire.
10 Feb.	"James Thorpe," 12 years.	Grimsby	-	Dandy, W.	74	5	A. Gilbert	Ship "South Aus- tralian," Lun, Belfast.	Cardiff	Rosario	Ballast	-	N. 12	About 120 miles E.N.E. of Spurn Point, North Sea.
14 Feb.	"South Australian," 21 years.	Belfast	(a) L.L. 20 A. 1. (b.) 1,89.	Ship, compo- site.	1,040	23	J. Arthurs	P. Lowe, Cardiff	Cardiff	Rosario	Railway iron, 1 passen- ger.	1 (crew)	— 9	10 miles W.N.W. of Lundy Island, Bristol Channel.
17 Feb.	"Rose," 10 years.	Cardiff	(a) L.L. 100 A. 1. (b.) 2,88.	S.S., I.	704	17	W. Turnbull	P. Lowe, Cardiff	Marselles	Carthagen	Ballast	1	N.N.W. 9	5 miles from Planier Light, France, Mediterranean.
17 Feb.	"Saint Fuce," 23 years.	St. John's, N.F.L.	-	Schooner, W.	122	8	W. Smart	P. G. Tessier, St. John's, N.F.L.	Turk's Island N.F.L.	St. John's, N.F.L.	Salt	-	N.N. W. 12	Lat. 42° 20' N., Lon. 54° 36' W., N. Atlantic.
1 Mar.	"John Coggin," 49 years.	Whitby	-	Brig, W.	170	6	J. Noble	W. Watts m. Sam- derland.	Gt. Yarmouth	Newcastle- on-Tyne.	Burnt cop- per ore.	-	E.S.E. 4	12 miles E. of Hartlepool, Durham.
1 Mar.	"Sultan," 15 years.	London	(a) L.L. 100 A. 1. (b.) 1,87.	S.S., I.	1,717	38	C. N. Cobb	C. Forbes, W. Hartlepool.	New Orleans	Bremen	General	-	E. 12	About Lat. 42° 51' N., Lon. 57° 7' W., N. Atlantic.
5 Mar.	"Blessing," 13 years.	Hull	-	Dandy, W.	75	5	R. G. Cumins	J. W. Haley, Hull	Hull, for fishing.	-	Ballast	-	S.W. 6	10 miles N.E. of Tynemouth Castle, Northumberland.
8 Mar.	"Violet," 53 years.	Boston	-	Ketch, W.	31	3	J. Fotheringham	W. Taylor, Grange- mouth.	Boston (in tow).	Grange- mouth.	Ballast	-	S. 10	Between the Humber and Flamborough Head, York- shire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1887. — May	"Miriam" — 5 years.	St. John's, N.F.L.	-	Schooner, W.	31	About 3	-	J. Inkpen, Burin, N.F.L.	Loading at Fortune Bay, N.F.L.	-	Herrings -	-	-	Fortune Bay, Newfoundland.
11 July	"Lizzie C." — 9 years.	Charlottetown, P.E.I.	-	Schooner, W.	70	About 4	-	S. H. Binon, New London, P.E.I.	-	-	Unknown -	-	-	New London, Prince Edward Island.
18 Sept.	"Excel" — 14 years.	St. John's, N.F.L.	-	Schooner, W.	41	9	C. Greening	E. J. Duder, St. John's, N.F.L.	Musgrave Town, N.F.L., for fishing.	-	Ballast -	-	E.N.E. 9	Fortune, White Bay, New- foundland.
18 Oct.	"Vertigo" — 11 years.	Gaspé	-	Sloop, W.	13	3	J. Le Duc	A. W. Dolbet, Grande Greve, Gaspé.	Gaspé -	Fox River -	Ballast -	-	E.N.E. 9	Fox River Cove, Gaspé, Canada.
— Oct.	"Canopus" — 33 years.	Quebec	-	Trading Schooner, W.	57	About 4	-	E. Chicombe, Ben- chois de Malbay, Canada.	Gaspé -	Quebec	Fish and oil	-	-	Mingan, Labrador.
— Nov.	"Plover" — 10 years.	St. John's, N.F.L.	-	S.S. Compo- site.	293	About 12	-	C. Bowring, St. John's, N.F.L.	-	-	Unknown -	-	-	Twillingate, Newfoundland.
8 Dec.	"Bessie" — Age unknown.	Not registered	-	Trading Cutler, W.	20	4	C. E. Hayward	-	-	-	General	3	S.W. 6	10 miles S. of Catlin's River, New Zealand.
1888. 6 Jan.	"Contrast" — 11 years.	St. John's, N.F.L.	-	Trading Schooner,	60	None board.	T. Rousell	J. B. Tobin, Twil- lingate, N.F.L.	Lying at Rousell's Island, N.F.L.	-	Ballast -	-	E. —	Rousell's Island, Notre Dame Bay, Newfoundland.
6 Jan.	"Spring Bird" — 10 years.	St. John's, N.F.L.	-	Trading Schooner, W.	38	None board.	J. Osmond	M. Osmond, More- tion's Harbor, N.F.L.	Lying at Pearce's Harbor, N.F.L.	-	Ballast -	-	E. —	Pearce's Harbor, Notre Dame Bay, Newfoundland.
3 Feb.	"Wandering Miner" — 18 years.	Hong Kong	-	Barque, W.	376	24	F. D. Walker	The Shark Fish- Co., Ltd., Hong Kong.	Honolulu, for shark fishing.	-	Ballast 4 passengers.	-	S.W. 10	Midway Island, N. Pacific.
2 April	"Syren" — 25 years.	London	-	Yawl, W.	34	3	-	F. Swanzy, London	Azim, W.C.A.	Ankobra River, W.C.A.	Ballast -	-	-	Bar of Ankobra River, West Coast of Africa.
8 April	"Glennore" — 12 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 636.	Barque, L.	725	16	H. Lawrence	W. Porter, Belfast	Monte Video -	Talcahuano	Ballast -	10	E. —	A reef off Cape St. Vincent, Tierra del Fuego.
13 April	"Madelaine" — 21 years.	Maryborough, Queensland.	-	Schooner, W.	114	18	W. Connell	F. H. Palmer, Bundaberg, Queensland.	Maryborough, Queensland.	New Hebrides	Ballast, 56 passengers (natives).	-	S.W. 12	Black Beach, Tongoa, New Hebrides.
15 April	"Meera Hussaine" — Age unknown.	Penang	-	Barque, W.	437	37	Abdul Kadir	M. Ootoman Lebbay Mari- cayer, Nagore.	Nagore -	Nagapattam	Paddy	-	S.S.W. 4	Entrance to Akyab River, Burmah.
26 April	"Mayflower" — 9 years.	St. John's, N.F.L.	-	Schooner, W.	52	19	J. Spurrill	S. Penney, Indian Island, N.F.L.	Pool's Island, N.F.L., on a sailing voyage.	-	Ballast -	-	N.W. 6	Anchor Brook, Notre Dame Bay, Newfoundland.
4 May	"Fred L. Webb" — 21 years.	St. John's, N.F.L.	-	Schooner, W.	53	5	R. Hooper	J. Baird St. John's, N.F.L.	St. John's, N.F.L.	Port-au-Port, N.F.L.	General, 7 passengers.	-	N.E. 9	Gravel Beach, Bay St. George, Newfoundland.
8 May	"Julia Pryce" — 17 years.	Auckland, N.Z.	-	Schooner, W.	41	5	A. Clark	H. Burrell, Auck- land, N.Z.	Trading in the South Sea Islands.	-	Copra and lime juice.	-	N.E. 6	A reef off Attutaki, Cook's Islands.
27 May	"Venture" — 13 years.	Parrsboro' N.S.	-	Schooner, W.	119	5	E. A. Hatfield	J. A. Hatfield, Parrsboro', N.S.	Windsor, N.S.	Calais, Maine.	Plaster -	-	E.S.E. —	Ladite Passage, Calais, Maine, U.S.A.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

30 May	"Lily "	18 years.	-	Roseau, Domi- nica.	-	-	-	10	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.	-	6	W. Pitman	-	D. White, Roseau, Dominica.
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SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether of Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1883. 4 July	"Walker Alton" 6 years.	Halifax, N.S.	-	Schooner, W.	59	4	R. Flaherty	M. Henly, Spry Bay, N.S.	Halifax, N.S.	Magdalen Islands.	General	-	S.W. 4	Entrance to House Harbour, Magdalen Islands, Canada.
8 July	"Wild Swan" 15 years.	Not registered	-	Yacht (Cutter), W.	10	2	A. Barcham	F. Sutter, Shoreham.	Shoreham	Cowes	Ballast, 1 passenger.	-	N. 3	Bognor, Sussex.
9 July	"Fern Holme" 6 years.	Maryport	(a.) LL 100 A 1. (b.) 7.87.	S.S., I.	1,715	29	J. Ritchie	W. Hine, Maryport.	Montreal	London	Deals, 2 passengers.	-	- 2	Holyrood Bay, Newfoundland.
10 July	"Active" 61 years.	Beaumaris	-	Smack, W.	31	About 3	D. McNeill	Aberdaron, Carnarvonshire.	Aberdaron	Liverpool	Ball	-	-	8 miles from Bardsey Island, Carnarvonshire.
10 July	"Siva" 11 years.	Dunedin, N.Z.	(a.) LL 90 A 1. (b.) 5.87.	S.S., I.	177	22	C. W. Todd	The Union Steamship Co., Ltd., Dunedin, N.Z.	Westport, N.Z.	Wellington, N.Z.	Coal, 2 passengers.	-	N. 6	Near Westport, New Zealand.
11 July	"Carrie" 21 years.	St. John, N.B.	-	Schooner, W.	98	6	C. O. Anthony	Bear River, N.S.	Bear River, N.S.	Rockland, Maine.	Firewood	-	S.W. 9	Hurricane Ledge, Isle of Holt Bay, Maine, U.S.A.
11 July	"Mary" 15 years.	Padstow	-	Schooner, W.	100	5	J. A. Phillips	W. C. Phillips, St. Austell, Cornwall.	Charlestown, Cornwall.	Rouen	China clay	-	N.W. 8	Havre Roads, France.
12 July	"Martha" 30 years.	Not registered	-	Cutter, W.	8	2	J. Turner	Guernsey.	Guernsey	for fishing.	Ballast	-	N.W. 4	2 miles S.E. of St. Peter's Port, Guernsey.
13 July	"Star of Greece" 20 years.	Belfast	(a.) LL 1. (b.) 3.88.	Ship, I.	1,227	27	H. R. Harrower	J. Corry, Croydon, Surrey.	Port Adelaide	The United Kingdom.	Wheat	17	- 9	Port Willunga Reef, Gulf of St. Vincent, S. Australia.
13 July	"Temperance" 25 years.	Grimshy	-	Cutter, W.	25	4	L. Smith	T. Campbell, Grimsby.	Grimshy	for fishing.	Ballast	-	N.W. 1	Heile Sand, entrance to River Humber.
14 July	"Derby Park" 1 year.	Liverpool	(a.) LL 100 A 1. (b.) 9.87.	Barque, Steel	1,292	21	H. Rothery	J. H. Iredale, Liverpool.	Port Townsend	Melbourne.	Lumber, 1 passenger.	1	S.E. by E. 5	Penrhyn Island, Polynesia.
14 July	"Dreadnought" 22 years.	Aber, str. wili.	(a.) LL 12 A 1 cont. 8 A 1 cont. 4 A 1. (b.) 6.86.	Brigantine, W.	145	6	D. Davies	E. Davies, Newquay, Cardigan-shire.	Sydney, C.B.	Harbour Grace, N.F.L.	Coal	-	Calm	Boom Point, near Bay Bulls, Newfoundland.
16 July	"Diamond" 25 years.	Melbourne	(a.) LL 11 A 1. cont. 7 A 1. (b.) 3.86.	Barque, W.	391	10	H. Nicholson	C. F. Orr, Melbourne.	Newcastle, N.S.W.	San Francisco.	Coal	-	- 9	Maldon Island, Polynesia.
17 July	"Borgfelde" 4 years.	Germany	-	S.S., I.	356	13	C. Kröger	Dampfschiff fahrts Actien Gesellschaft, Albin, Hamburg.	Hillswick, Shetland Isles.	Burn, Shetland Isles, to finish loading for	Herrings, 25 passengers.	-	E. 2	Off Hillswick, Shetland Isles.
17 July	"Bryn Gwyn" 5 years.	Liverpool	(a.) LL 100 A 1. Lfr. A 1. 7. In Red. (b.) 1.88.	Barque, I.	1,223	20	O. Roberts	D. Morgan, Bryn Gwyn, Anglesea.	Singapore	Liverpool	General, 1 passenger.	-	S.E. by E. 4	China Reef, Carimate Strait, off Borneo.
18 July	"Maria" 18 years.	St. John's, N.F.L.	-	Barque, W.	228	10	J. Snow	P. G. Tessier, St. John's, N.F.L.	Barbados	Montreal	Molasses	-	- 2	Near Bird Rock, Gulf of St. Lawrence, Canada.
20 July	"Nettleworth" 10 years.	London	(a.) LL 100 A 1. (b.) 11.87.	S.S., I.	917	18	G. Hollingshead	F. Gordon, Sunderland.	Cardiff	Cronstadt	Coal	-	Calm	Slag Rocks, near the Lizard, Cornwall.
23 July	"Princess" 19 years.	Hull	(a.) LL 1. (b.) 4.88.	S.S., I.	824	20	J. Webb	W. S. Bailey, Hull	St. Petersburg	London	Oats, 2 passengers.	-	S.W. 2	Near Osterham, Lighthouse, Gothland, Sweden.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of Vessel	Age	Port	Registered	Owner	Ship	Tonnage	Persons on Board	Commander	Company	Destination	General	Variable	Remarks
24 July	"General Picton"	5 years.	London	-	-	Ship, I.	1,539	29	J. Morgans	The Ship "General Picton" Co., Ltd., London.	Melbourne	London	-	A reef off Foster Island, Tasmania.
25 July	"Copland"	14 years.	Leith	-	-	S.S., I.	439	30	C. Thompson	J. G. Bridges, Leith.	Iceland	Granton	-	N.W. point of Strom Island, Pentland Firth.
25 July	"Lauca"	30 years.	Norway	-	-	Barque, W.	319	10	O. Olsen	J. Sørensen, Tonsberg.	Chatham, N.B.	St. Nazaire	-	Off Grandon, Miramichi, New Brunswick.
26 July	"Cordova"	20 years.	Liverpool	-	-	Barque, I.	521	12	W. E. Jones	S. Parr, Liverpool	Cardiff	-	-	Thotis Bay, Tierra del Fuego.
27 July	"Albatross"	Age unknown.	Not registered	-	-	Yacht (Yawl), W.	5	2	S. Orr	L. Orr, Dublin	Kingsdown, on a pleasure cruise in Dublin Bay.	Ballast, 2 passengers.	-	Williamsstown, Breakwater, Dublin Bay.
27 July	"Chonley"	35 years.	Newcastle-on-Tyne	-	-	Brig, W.	209	8	J. Jamieson	W. Milburn, N. Shields.	London	Dantzic	-	South end of Fance Island, Denmark.
28 July	"Carabe"	32 years.	London	-	-	S.S., I.	431	14	F. Midlen	D. H. Morgan, Newport, Mon.	Cardiff	St. Nazaire	-	Bay of Etel, Morbihan, France.
28 July	"Hero"	16 years.	Grenada	-	-	Schooner, W.	58	7	S. Joseph, Carrizoon.	St. Martin's, W. I.	Porto Rico	Ballast, 1 passenger.	-	Horseshoe Reef, off Anegada, Virgin Islands.
28 July	"Lee Sang"	8 years.	London	-	-	S.S., Steel	1,092	40	A. B. Barrier	The Indo-China Steam Navigation Co., Ltd., London.	Chefoo	Neuchwang	-	Off the E. end of Lian-ti-shan Promontory, China.
28 July	"Margit"	24 years.	Norway	-	-	Barque, W.	451	11	H. E. As, Christiania.	Hull	Port Natal	Coal	-	Near Solsea Bill, Sussex.
28 July	"Marguerite"	29 years.	France	-	-	Brig, W.	142	Unknown.	-	St. Pierre, Miquelon.	Port au Choix	Unknown	-	Anse des Sauvages, Newfoundland.
29 July	"Ella Maud"	9 years.	Sydney, C.B.	-	-	Schooner, W.	29	4	A. McDonald	J. McDonald, Bridgeport, C.B.	Ingonish Island, C.B.	Ballast	-	North Sydney, Cape Breton.
29 July	"Robert"	45 years.	Carnarvon	-	-	Schooner, W.	76	4	H. Jones	T. Morgan, Anglesea.	Port Dinorwic	Southampton	-	Bumble Rock, near the Lizard, Cornwall.
30 July	"Thor"	45 years.	Norway	-	-	Barque, W.	345	10	H. Gundersen, Tonsberg.	Liverpool	Halifax, N.S.	Salt	-	Pepiswick, Musquidoboit, Nova Scotia.
6 Aug.	"North Star"	New.	Denmark	-	-	Sloop, W.	12	3	K. S. Hansen	A. Jersensen, Esbjerg, Denmark.	Esbjerg, Denmark, for fishing.	Ballast	-	Heligoland Beach.
8 Aug.	"Minerva"	25 years.	Norway	-	-	Barque, W.	382	9	I. Gundersen	U. Feilberg, Laugesund, Norway.	Liverpool	Wyborg	-	Great Skerry, Pentland Firth.
9 Aug.	"Gomes V."	5 years.	Portugal	-	-	S.S., I.	147	19	A. D'Azevedo	A. Gomes, Lisbon	Cardiff	Oporto	-	Shag Rock, Solly Isles.
9 Aug.	"Victoria"	16 years.	Gt. Yarmouth	-	-	S.S., W.	11	7	G. Lawson	The Gt. Yarmouth Steam Tug Co., Ltd., Gt. Yarmouth.	Cromer	Gt. Yarmouth	-	Off Cromer, Norfolk.
12 Aug.	"Prosperity"	89 years.	Newry	-	-	Schooner, W.	45	3	W. Doran	J. Doyle, Kilkeel, co. Down.	Irvine	Kilkeel	-	Ballyquinton Point, co. Down.
13 Aug.	"May"	33 years.	Norway	-	-	Barque, W.	320	9	J. S. Salvesen	M. Pedersen, Mandal.	Archangel	Grangemonth	-	Near Sand Yoe, Shetland Isles.
13 Aug.	"Seamie"	18 years.	London	-	-	Brigantine, W.	175	8	G. Sayers	The Whitstable Shipping Co., Ltd., Whitstable.	Sunderland	Whitstable	-	Whiting Sand, Suffolk.
18 Aug.	"John Purney"	14 years.	Shelburne, N.S.	-	-	Schooner, W.	66	15	G. McKay	J. Purney, Shelburne, N.S.	Shelburne, N.S.	Shelburne, N.S.	-	Wood Island, Halifax, Nova Scotia.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Bureau Veritas, or (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and No. of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 19 Aug.	"Grace" 30 years.	Liverpool	-	Flat, W.	58	2	G. Gandy	J. Whitehead, Northwich, Cheshire.	Runcorn	Aberdaron	Coal	-	S.S.W. 9	Aberdaron Beach, Carnarvon-shire.
22 Aug.	"Resolven" 16 years.	St. John's, N.F.L.	-	Brig, W.	151	8	F. Cole	R. H. Frowse, St. John's, N.F.L.	Northport, N.S.	Harbour Grace, N.F.L.	Lumber, 2 passengers.	-	S.E. 9	Northport Bar, Nova Scotia.
28 Aug.	"Mindel" 4 years.	Port Darwin, S.A.	-	Lugger, W.	10	Supd. 3	-	F. Biddle, Port Darwin, S.A.	-	-	Unknown	-	-	Casuarina Reef, La Grange Bay, W. Australia.
23 Aug.	"Vine" Age unknown.	Not registered	-	Yawl, W.	2	3	N. Rogers, Arrammore, co. Donegal.	-	Dungloe, co. Donegal, for fishing.	-	Ballast	2	S.S.W. 9	Ailcon Rocks, Arrammore, co. Donegal.
26 Aug.	"Scottish Maid" 49 years.	Aberdeen	-	Schooner, W.	136	6	C. Low	G. Leslie, Aberdeen	Aberdeen	Newcastle-on-Tyne.	Stone	-	W.S.W. 3	Knavestone, Fern Islands, Northumberland.
27 Aug.	"Jane" 10 years.	Greenock	(a.) Ll. 12 A 1. (b.) 4.85.	Barquentine, W.	256	9	D. Arter	J. Donholm, Greenock.	Port Elizabeth	Barbados	Ballast	-	- 13	Plettenberg Bay, Cape Colony.
30 Aug.	"Andreas Riis" 12 years.	Norway	(a.) B. Ver. 3/3 L. 1.1. for 3 years from 8.87. (b.) 8.87.	Barque, W.	557	12	T. Jensen	J. Bang, Grimstad	Cardiff	Port Elizabeth.	Coal	-	S.E. 10	Bight Beach, Algoa Bay, Cape Colony.
30 Aug.	"C. Boschetto" 13 years.	Italy	-	Barque, W.	723	11	B. Marini	G. B. Razeto, Canogio, Italy.	Rangoon	Greenock	Teak	-	S.E. 10	Algoa Bay, Cape Colony.
30 Aug.	"Dorthea" 17 years.	Denmark	(a.) B. Ver. 3/3 A. 1.1. from 12.88. (b.) 1.87.	Brig, W.	171	8	H. Christiansen	J. H. Christiansen, Fancoe, Denmark.	Hamburg	Port Elizabeth.	Iron rails	-	S.E. 10	Bight Beach, Algoa Bay, Cape Colony.
30 Aug.	"Drei Emma's" 23 years.	Belgium	(a.) B. Ver. 5/6 A 1.1. for 4 years from 5.88. (b.) 5.88.	Barque, W.	657	17	R. Nicholas	H. Reith and Co., Antwerp.	Cardiff	Port Elizabeth.	Coal	-	S.E. 10	Bight Beach, Algoa Bay, Cape Colony.
30 Aug.	"Elizabeth Stevens" -	Falmouth	(a.) Ll. 13 A 1. cont. for 9 years. (b.) 7.87.	Schooner, W.	198	8	J. Strike, Porthleven, Cornwall.	-	Calcutta	Port Elizabeth.	Wheat	-	S.E. 10	Bight Beach, Algoa Bay, Cape Colony.
30 Aug.	"Jane Harvey" 16 years.	Falmouth	(a.) Ll. 13 A 1. cont. 9 A 1. (b.) 5.87.	Barque, W.	347	10	J. Stevens	A. Stevens, Swansea.	Cape Town	London	Mohair	-	S.E. 10	Bight Beach, Algoa Bay, Cape Colony.
30 Aug.	"Lada" 17 years.	Austria	-	Barque, W.	544	12	G. F. Medaniel	G. Paicurich, Fiume	Loading at Port Elizabeth.	-	Wool and skins.	-	S.E. 10	Algoa Bay, Cape Colony.
30 Aug.	"Natal" 10 years.	Sweden	(a.) B. Ver. 3/3 L. 1.1. for 7 years from 5.87. (b.) 7.87.	Brigantine, W.	343	7	H. O. Berggren	F. Dybeck, Gafle	New York	Port Elizabeth.	General	-	S.E. 10	Algoa Bay, Cape Colony.
30 Aug.	"Rosebud" 12 years.	Peterhead	(a.) Ll. 11 A 1. cont. 7 A 1. (b.) 6.37.	Schooner, W.	341	10	J. Collie	J. Stewart, Peterhead.	Calcutta	Mossel Bay and Cape Town.	General, 6 passengers.	-	S.E. 10	Mossel Bay, Cape Colony.
30 Aug.	"Wolsley" 12 years.	London	(a.) Ll. 100 A 1. (b.) 2.88.	Barque, I.	341	9	A. Dizan	D. King, London	Calcutta	Port Elizabeth.	Wheat and iron.	-	S.E. 10	Algoa Bay, Cape Colony.
31 Aug.	"Colonist" 20 years.	Auckland, N.Z.	-	Schooner, W.	43	4	E. A. Bayley	T. Bayley, Waitara, N.Z.	Lyttelton, N.Z.	Waitara, N.Z.	Flour and wheat.	3	S.W. 9	Near the entrance to Port Nicholson, New Zealand.
31 Aug.	"Three Brothers" 25 years.	Napier, N.Z.	-	Ketch, W.	26	3	T. C. Christensen	C. H. Christensen, Napier, N.Z.	Gisborne, N.Z.	Turehan, N.Z.	Ballast	-	S.E. 9	Turehan, New Zealand.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Ship Name	Age	Port of Origin	Destination	Master	Passengers	Cargo	Remarks
31 Aug.	"Tiburine"	37 years.	Falmouth	-	-	-	Coal	Nash Sand, Glamorganshire.
- Aug.	"Euphemia"	21 years.	Montego Bay, Jamaica.	-	E. H. Foster	Grand Cayman, W.I.	Vegetables, 12 passengers.	Run Point Reef, Grand Cayman, West Indies.
- Aug.	"Liberta"	10 years.	Norway	-	-	-	Petroleum	White Island, Nova Scotia.
- Aug.	William H. Mitchell	37 years.	U.S.A.	-	-	-	Spilling	Apple River, Nova Scotia.
1 Sept.	"A. Carcand"	20 years.	Arichat, N.S.	-	S. Boudrot, Arichat, N.S.	N. Sydney, C.B.	Coal, 1 passenger.	New Harbour Head, Nova Scotia.
2 Sept.	"Lewis A. Hodgdon"	4 years.	U.S.A.	-	-	-	Lumber, shingles, &c.	Turk's Islands Passage, West Indies.
2 Sept.	"Lily"	13 years.	Turk's Island	-	J. A. Denham	A. A. Darrell, Turk's Island.	Ballast	A reef S. of Grand Turk, West Indies.
2 Sept.	"Rival"	14 years.	Nassau, N.P.	-	S. Laing	O. F. Pritchard, Nassau, N.P.	Turtle shells, 2 passengers.	Salt Pond Bight, Acklin's Island, Bahamas.
2 Sept.	"Sidney G. Hupper"	1 year.	U.S.A.	-	S. Watts, Boston, Mass.	St. Thomas	Salt	A reef S. of Grand Turk, West Indies.
3 Sept.	"David Trowner"	1 year.	Turk's Island	-	S. Watkins, Turk's Island, West Indies.	Hayti	Fruit, &c., 4 passengers.	McKenzie's Point Reef, Inagua, Bahamas.
5 Sept.	"Ametia Annie"	8 years.	Cardiff	-	L. Greatrex, Cardiff.	Pemarth Dock	Ballast	Sully Island, Glamorganshire.
6 Sept.	"Roma"	16 years.	Sunderland	-	W. H. Lambert	J. Leing, Sunderland.	Coal	Off St. Mathew's Point, Finistère, France.
7 Sept.	"Esk"	1 year.	Lauenburg, N.S.	-	W. F. Watt	T. A. Wilson, Bridgewater, N.S.	Futic	Paramow's Beach, Virginia, U.S.A.
7 Sept.	"Ready"	Age unknown.	Not registered	-	R. Thompson	B. H. Fisher, Greysay Town, Eleuthera, Bahamas.	Provisions, 3 passengers.	Eleuthera, Bahamas.
8 Sept.	"Amisquam"	60 years.	St. Andrew's, N.B.	-	S. L. Dakin, Beaver Harbour, N.B.	S. John, N.B.	General	Near Musquash Island, New Brunswick.
8 Sept.	"Faire"	4 years.	Gt. Yarmouth	-	C. W. Morton	F. S. Leleu, London.	Ballast	Hasborough Sand, Norfolk.
12 Sept.	"Corinne"	15 years.	Sydney, C.B.	-	J. Byrnes, St. Lawrence, N.F.L.	Boston, Mass.	General	Mud Islands, Nova Scotia.
18 Sept.	"Lena"	31 years.	Not registered	-	T. Goode	B. B. Wilson, Shirehampton, Gloucestershire.	Ballast	Flatholms, Bristol Channel.
17 Sept.	"Inga"	23 years.	Norway	-	C. Jakobsen	L. G. S. Larsen, Sandness, Shetland Isles, Norway.	Ballast	Grand Cayman Island, West Indies.
17 Sept.	"St. Clair"	8 years.	Not registered	-	G. Cheyne, Sandness, Shetland Isles.	West Voe, Papa Stour, Shetland Isles.	Ballast	E. side of West Voe, Papa Stour, Shetland Isles.
18 Sept.	"Admiral"	47 years.	Grimsby	-	J. Osborne, Grimsby.	Grimsby, for fishing.	Ballast	1 mile E. of Brims Ness, Orkney Isles.
19 Sept.	"Ino"	17 years.	Charlottetown, P.E.I.	-	J. Arsineau, Charlottetown, N.B.	Campbelltown, N.B.	Iron and coal.	Tabouitac Beach, Gloucester, New Brunswick.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 20 Sept.	"Agnes Ann Wig- nall" 18 years.	Peterhead	-	Schooner, W.	100	6	W. H. Hildebrand	K. McLennan, co. Plockton, Ross.	Iceland	Wick	Ballast	-	N.E. 5	Bylister Reef, Iceland.
20 Sept.	"Londonstar" 21 years.	Colchester	-	Yacht (Yawl), W.	40	About 5	-	J. Malcolmson, Dunmore East, Waterford.	Southampton	St. Petersburg.	Ballast	-	-	Horn Reef, Denmark.
21 Sept.	"Morning Star" 23 years.	Belfast	-	Barque, W.	217	9	E. McSherry	M. Crean, Belfast	Greenock	Berthoe	Coal	-	S. 1	Ballyfrench Bay, co. Down.
23 Sept.	"Hero" 24 years.	Lytelton, N.Z.	-	Cutter, W.	29	4	J. F. Reece	- Knyvett, Christchurch, N.Z.	Okani's Bay, N.Z.	Lytelton, N.Z.	Firewood	-	S.W. 7	Le Bon's Bay, New Zealand.
25 Sept.	"Perseverance" 10 years.	Not registered	-	Fishing Boat, W.	About 10	4	G. Pymon, Whiteby.	-	Whitby	Scarborough	Ballast	-	N.E. 5	Scarborough, Yorkshire.
25 Sept.	"Progress" 23 years.	Preston	-	Schooner, W.	69	3	J. McTaggart	J. Stewart, Ardrossan.	Rathmullen	Irvine	Ballast	-	S.E. 5	Mouth of River Barn, co. Londonderry.
26 Sept.	"Carrier Dove" 37 years.	Chatham, N.B.	-	Schooner, W.	45	3	J. Greer	A. Adams, Negue, N.B.	Sydney, C.B.	Miscoe, N.B.	Coal	-	S.E. 8	Tyron Shoal, Prince Edward Island.
26 Sept.	"Respigadera" 14 years.	Liverpool	(a.) I.L. 100 A. 1. (b.) 258.	Ship, I.	1,629	26	A. Purcell	D. S. Hellen, Liverpool.	Newcastle, N.S.W.	Wilmington	Coals, 7	-	W.N.W. 5	Off Point Firmin, California, U.S.A.
27 Sept.	"Anastasia" 20 years.	St. John's, N.F.L.	-	Brig, W.	177	About 6	- Bransfield	R. Hennebury, Conception Bay, N.F.L.	Harbor Grace, N.F.L.	Northport, U.S.A.	Ballast	-	- 3	Sheep's Cove, Trepassey, Newfoundland.
28 Sept.	"Arab" 26 years.	Dublin	-	Schooner, W.	84	4	J. Tyrrell	E. Kerison, Arklow.	Swansea	Poole	Coal, 1 passenger.	-	S.S.W. 2	Bunsack Rock, near the Lizard, Cornwall.
30 Sept.	"Queen Victoria" 51 years.	Gt. Yarmouth	-	Lighter, W.	36	None on board.	-	J. Nickelson, Gt. Yarmouth.	Engaged in salvage operations at Croner.	-	Ballast	-	N. 8	New Croner, Norfolk.
- Sept.	"Beaver" 53 years.	Victoria, B.C.	-	S.S., W.	109	9	G. Marchant	H. Saunders, Victoria, B.C.	Vancouver	Thurlow Island.	Ballast, 1 passenger.	-	E. 2	First Narrows, Burrard Inlet, British Columbia.
- Sept.	"Harrie" Age unknown.	St. An drews, N.B.	-	Schooner, W.	92	Supd. 5	-	G. A. Mallett, Gilbert's Cove, N.S.	-	-	Lumber	-	-	Petite Manan Island, Maine, U.S.A.
- Sept.	"Sisters" 7 years.	Nassau, N.P.	-	Schooner, W.	10	3	J. Alexander	J. W. H. Devaux, Port Howe, Bahamas.	Long Cay, Bahamas.	-	Pine apples	3	- 12	Supposed Conception Island, Bahamas.
1 Oct.	"Champion" 4 years.	Quebec	-	Brigantine, W.	139	Supd. 6	-	H. B. Troup, Victoria, B.C.	Trading in the Caroline Islands.	-	Cocoanuts	-	-	Mathlamin, Caroline Islands.
1 Oct.	"Invincible" 11 years.	Not registered	-	Fishing Lugger, W.	10	None on board.	J. Batten, Newton, Northumberland.	-	Moored at Newton, Northumberland.	-	Ballast	-	N. by W. 3	Newton, Northumberland.
1 Oct.	"Lily of Clyde" 21 years.	Shelburne, N.S.	-	Schooner, W.	62	4	Z. Nickerson	G. Hagar, North East Harbour, N.S.	Halifax, N.S.	Aspy Bay, C.B.	General	-	N.W. 9	White Point, Aspy Bay, Cape Breton.
1 Oct.	"Sarah and Elizabeth" 21 years.	Not registered	-	Lugger, W.	9	3	W. Phillips	C. Phillips, Hastings.	Hastings, for fishing.	-	Ballast	-	S. 3	Hastings, Sussex.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

2 Oct.	"Economy" Age unknown.	-	-	-	Fishing Luger, W.	20	None on board.	J. Arbutnott, St. Andrew's, co. Fife.	Moored at St. Andrew's, co. Fife.	Ballast	-	-	W.N.W. 3	St. Andrew's Bay, co. Fife.
3 Oct.	"Stephen" 29 years.	-	-	-	Logger, W.	7		H. Marks, Porthleven, Cornwall.	Porthleven, for fishing.	Ballast	-	-	Variable 8	Western Trig Rocks, off Porth- leven, Cornwall.
4 Oct.	"Brazilian" 19 years.	-	-	-	Brigantine, W.	239		J. Farmanet - W. J. Ingram, West Bitchin.	Saudarne, Sweden.	Wood	-	-	W. 8	W. Coast of Oland, Sweden.
4 Oct.	"Harsinga" Age unknown.	-	-	-	Bagula, W.	131		Hasson - Samardien Sowjee, Cutch.	Bombay	Kersvine, &c.	-	-	S. 6	Kulaseghatnam, Gulf of India.
4 Oct.	"Thyra" 10 years.	-	-	-	Brig, W.	255		J. Thompson - C. F. Orr, Mel- bourne.	Port Louis, Mauritius.	Ballast	-	-	S.E. -	Off Mapou, Mauritius.
5 Oct.	"A. W. C." 17 years.	-	-	-	Schooner, W.	55		G. Robinson, Shigourke, Quebec, Canada.	Quebec -	Unknown	-	-	S.W. 12	Paspheic Beach, Bay Chaleur, Canada.
5 Oct.	"Isabella" 27 years.	-	-	-	Brig, W.	270		D. Baker - J. W. Woods, Blyth.	Cronstadt	Deals	-	-	S.W. 5	About 10 miles N. of Hageand Island, Gulf of Finland, Russia.
6 Oct.	"Mathew M. Murray" 6 years.	-	-	-	Schooner, W.	75		M. B. Murray, Gloucester, Mass.	Gloucester, Mass., for fishing.	Ballast	-	-	Squally	Louisbourg, Cape Breton.
6 Oct.	"Sir Robert Sale" 45 years.	-	-	-	Barque, W.	662		J. Taylor - E. G. Williams, London.	Marceilles	Ballast, 1 passenger.	-	-	W.N.W. 6	About 3 miles from Oran, Algeria.
7 Oct.	"Aubrey Peake" 14 years.	-	-	-	Brigantine, W.	249		H. E. Johnson - G. Holden, Whit- stable.	Ulsberg, Russia.	Deals and battens.	-	-	N. 7	Ameland Island, Holland.
7 Oct.	"Vizen" Age unknown.	-	-	-	Yawl, W.	10		W. McCormick - W. Murphy, Bel- fast.	Larne - Red Bay, co. Antrim.	Deals and fire-clay pipes.	-	-	N. 7	Scurling Bank, Lough Lerne.
9 Oct.	"Emu" 14 years.	-	-	-	S.S., W.	131		N. J. Ivory - W. T. Teager, Coraki, N.S.W.	Richmond River, N.S.W.	Timber	-	-	E.S.E. 10	Cowdy Bay, New South Wales.
11 Oct.	"Electra" 22 years.	-	-	-	Ship, W.	688		J. Fischer - J. Stewart, Lon- don.	Loading at Alia, Navigators' Islands.	Copra	-	-	-	Niufu Island, South Pacific.
12 Oct.	"Blackhalls" 8 years.	-	-	-	S.S., I.	724		G. W. Hunter - R. Roper, West Hartlepool.	Archangel	Boards	-	-	N.W. 3	W. side of Schiermonkoog Island, Holland.
12 Oct.	"Star of Hope" 20 years.	-	-	-	Dandy, W.	42		G. Dunworth - G. H. Doughty, Lowestoft.	Lowestoft, for fishing.	Ballast	-	-	W.N.W. 6	3 miles N. of Winterton, Nor- folk.
15 Oct.	"Eagle" 21 years.	-	-	-	Sloop, W.	10		A. Lewis - S. Ansell, Baboon Island, Rase- gabo River.	Barima - Georgetown, Demerara.	Provisions, 7 passengers.	-	-	Squally	Blue Jacket Beacon, Demerara.
18 Oct.	"Secret" 33 years.	-	-	-	Ketch, W.	23		A. Querée, St. Helier's, Jersey.	Lannion, France.	Oats	-	-	S.E. 1	The Douvres Rocks, off Côtes du Nord, France.
19 Oct.	"Bee" 18 years.	-	-	-	S.S., I.	88		R. Jones - The "Bee" S.S. Co., Ltd., Liverpool.	Runcorn - Newry	Salt	-	-	S.S.E. 2	Helhunter Rocks, Carling- ford Lough.
19 Oct.	"Excelsior" 23 years.	-	-	-	Yawl, W.	55		J. Rawlings, Grimsby.	Grimsby, for fishing.	Ballast	-	-	S.E. 4	Westray, Orkney Isles.
19 Oct.	"Minnie Burrill" 7 years.	-	-	-	Ship, W.	1,466		J. Cain - W. Burrill, jun., Yarmouth, N.S.	Cardiff - Monte Video	Coal, 2 pas- sengers.	-	-	E.N.E. -	English Bank, River Plate.
20 Oct.	"Talavera" 2 years.	-	-	-	S.S., I.	1,045		F. Chalmers - A. Scholefield, Newcastle-on- Tyne.	Ibrall - Antwerp	Grain	-	-	S.W. 5	Cubanas, near Cape Finis- terre, Spain.
28 Oct.	"Martha J. Brady" 13 years.	-	-	-	Brigantine, W.	288		- Green - H. H. Greeno, Kempt, N.S.	Annapolis, N.S. Mar, Jamaica	Lumber	-	-	Variable	San Luis, San Domingo.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 29 Oct.	"Glen" 14 years.	Gaspé	-	Schooner, W.	56	5	W. Robert	W. J. M. Ince, Grande Grève, Canada.	Grand Valley	-	Dry codfish	-	N.E. 9	Magdalen Cove, Canada.
29 Oct.	"Teazer" 34 years.	Halifax, N.S.	-	Schooner, W.	31	3	-	J. A. Bellong, Pope's Harbour, N.S.	Halifax, N.S.	Spuy Bay, N.S.	General 2 passengers.	-	S. 9.	Pleasant Harbor, co., Nova Scotia.
29 Oct.	"Valhure" 12 years.	Gaspé	-	Schooner, W.	35	4	J. Robert, Little Gaspé, Canada.	-	Grande Grève	Magdalen	Dry codfish	-	N.E. 9	Magdalen Cove, Canada.
30 Oct.	"John Davies" 21 years.	Camarvon	(a.) Ll. A 1 in Red. (b.) 888.	Schooner, W.	84	4	O. Hughes	O. Jones, Portna- doc.	London	Portmadoc	Ballast	-	W.S.W. 5	Roche's Point, co. Cork.
30 Oct.	"Prince Umberto" 15 years.	Liverpool	(a.) B. Ver. 3/3 Ll. 1 for 7 years, from 886. (b.) 388.	Barque, W.	1,400	20	T. G. Keane	Moran, Galloway, and Co., Liver- pool.	Pensacola	Greenock	Timber	-	E.N.E. 2	Coffin Patches, Straits of Florida, U.S.A.
30 Oct.	"Woodlawn" 20 years.	Liverpool	-	Schooner, I.	56	About 5	-	H. McCubbin, Liverpool.	Nos Vey, Ma- dagascar.	Baebrito, Madagas- car.	Unknown	-	-	16 miles S. of Nos Vey, Ma- dagascar.
31 Oct.	"Borealis" 8 years.	Auckland, N.Z.	-	Brigantine, W.	131	7	K. Mackenzie	Auckland, N.Z.	Melbourne	Cairns, Austra- land.	Flour, &c., 1 passenger.	-	E.N.E. 4	Keeper Reef, Queensland.
1 Nov.	"Alexandra" 25 years.	Georgetown, Demerara.	-	Schooner, W.	30	5	R. Lane	W. S. Barry, Georgetown, Demerara.	Nickerie, Dutch Guiana.	Georgetown, Demerara.	General, 8 passengers.	-	E. 6	Month of Corentyne River, British Guiana.
1 Nov.	"Enterprise" 5 years.	Not registered	-	Lugger, W.	30	7	J. Dougal Eyemonth, Berwickshire.	-	Eyemonth, Berwickshire, for fishing.	-	Ballast	-	E.N.E. 8	South Rocks, Eyemonth, Ber- wickshire.
1 Nov.	"Georgina" 31 years.	Glasgow	-	Sloop, W.	39	3	C. McAuley	J. McFall, Glen- arm, co. Antrim.	Loading at Glenarm, co. Antrim, for Glasgow.	-	Whiting	-	E.N.E. 7	1 mile N. of Glenarm, co. Antrim.
2 Nov.	"Henry S. Taylor" 21 years.	St. John, N.B.	-	Schooner, W.	36	5	P. Traynor	T. Traynor, St. John, N.B.	St. John, N.B., for piloting.	-	Ballast	-	S.S.W. 6	4 miles W.S.W. of St. John, New Brunswick.
2 Nov.	"Lidia" 26 years.	Sweden	-	Barque, W.	355	9	J. Anderson	G. Sjoberg, Malmo, Sweden.	Hull	W. Harle- pool.	Ballast	-	E. 5	Off Withernsea, Yorkshire.
3 Nov.	"Beatrice" 5 years.	Yarmouth, N.S.	-	Schooner, W.	109	16	W. Goodwin	A. F. Stoneman, Yarmouth, N.S.	Yarmouth, N.S., for fishing.	-	Ballast	-	S.W. 6	Hell Point, Lunenburg, Nova Scotia.
3 Nov.	"Eadystone" 28 years.	Grimsby	-	Barque, W.	400	10	W. Whiting	The Great Grims- by Ice Co., Lim., Grimsby.	Porsgrund, Norway.	Grimsby	Ice	-	E.S.E. 6	14 miles S. of Withernsea, Yorkshire.
3 Nov.	"Flora" 13 years.	Russia	-	Barque, W.	619	14	A. F. Sketstrom	J. G. Sjostrom, Jonkela, Russia.	Dunkirk	Stettin	Phosphate	-	E. 7	1 mile N. of Sizewell Gap, Suffolk.
4 Nov.	"Cromwell" 40 years.	Norway	-	Barque, W.	878	14	A. Jacobsen	Horten, Norway.	Helsingfors	Barcelona	Deals	-	S.E. 4	Cork Sand, off Essex.
4 Nov.	"Isabella Hall" 23 years.	Barrow	-	Schooner, W.	140	5	E. P. Dodd	J. Fisher, Barrow	London	Cardiff	Burnt ore	-	S.E. 5	Tongue Sand, Kent.
4 Nov.	"Marie Melanie" Age unknown.	Faversham	-	Ketch, W.	99	5	W. B. Clothier	The Whistable Shipping Co., Lim., Whistable.	The Tyne	Broadstairs	Coal	-	S.E. 4	Broadstairs Bay, Kent.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

4 Nov.	"Minnet" - 52 years.	Sweden	-	-	-	Barque, W.	492	11 and pilot.	G. Lind	-	J. C. Hulthen, Helsingborg.	Sandarna, Sweden.	London	-	Firewood, 1 passenger.	-	S.E. 6	Maplin Sand, off Essex.
4 Nov.	"Sarah Carlin" - 7 years.	Halifax, N.S.	-	-	-	Schooner, W.	149	7	W. Carlin	-	J. Carlin, Sydney, C.E.	Halifax, N.S.	Bridgewater, N.S.	-	Ballast	-	Squally	S.W. of Little Duck Island, Nova Scotia.
4 Nov.	"Vauban" - 20 years.	France	-	(a.) B. Ver. 3/3 A.L.L., lost 1 year from 12.87. (b.) 12.87.	-	Barque, W.	819	15	C. Olive	-	Postal and Sons, Havre.	Donsjö, Sweden.	Dieppe	-	Timber	-	E. 8	Scroby Sand and Great Yar- mouth Beach, Norfolk.
5 Nov.	"Alice Jane" - 52 years.	Guernsey	-	-	-	Brigantine, W.	198	7	J. Dumaresq	-	W. F. Stokes, St. Helier's, Jersey.	Sundswall	Jersey	-	Deals	-	S.E. 7	Gunfleet Sand, off Essex.
5 Nov.	"Armidia" - 12 years.	Sweden	-	-	-	Schooner, W.	161	8	O. Pehrsson, Kykesund, Sweden	-	W. F. Stokes, St. Helier's, Jersey.	Gothenburg	Gt. Yarmouth	-	Deals, bat- tens and spars.	-	E.S.E. 6	Great Yarmouth Beach, Norfolk.
5 Nov.	"Daring" - 38 years.	Grimsby	-	-	-	Dandy, W.	35	4	R. Young	-	T. Campbell, Grimsby.	Grimsby, for fishing	Grimsby	-	Ballast	-	E.S.E. 5	Grimsby, Lincolnshire.
5 Nov.	"Mizpah" - 10 years.	Gt. Yarmouth	-	-	-	Dandy, W.	46	6	F. Harlow	-	T. G. Moran, Gorleston.	Gt. Yarmouth, for fishing	Gt. Yarmouth	-	Ballast	-	S.S.E. 6	North Sand, off Great Yar- mouth, Norfolk.
5 Nov.	"Sirius" - 5 years.	Germany	-	(a.) B. Ver. I. Div. 3/3 A.L.L. (b.) 4.58.	-	S.S., I.	603	15	H. C. T. Schmidt	-	Holm and Molen, Flensburg.	Ghent	London	-	Stone	-	E.S.E. 7	Thorpe Rocks, Suffolk.
6 Nov.	"Alabama" - 69 years.	Norway	-	-	-	Barque, W.	285	8	H. Ostern	-	C. G. Sørensen, Tonsberg.	Helsingfors	Ghent	-	Deals and battens.	-	E. 8	Great Yarmouth Beach, Nor- folk.
6 Nov.	"Bon Accord" - 17 years.	Aberdeen	-	(a.) Ll. 90 A.L. (b.) 9.88.	-	S.S., I.	297	13	W. M. Talbot	-	J. and A. David- son, Aberdeen.	Aberdeen	Sunderland	-	Ballast	-	S.E. by E. 6	Behind the North Pier, Sunderland.
6 Nov.	"J. I. Worthington" - 24 years.	U. S. A.	-	-	-	Schooner, W.	165	6	H. Comeau	-	F. E. Scammell, New York.	Salem, Mass.	St. John, N.B.	-	Ballast, 2 passengers.	-	S.S.W. 8	Gooseberry Lodges, Camp- bello, New Brunswick.
6 Nov.	"Little Fury" - 11 years.	Digby, N.S.	-	-	-	Schooner, W.	18	2	B. Taylor, Digby, N.S.	-	F. E. Scammell, New York.	Digby, N.S.	Campbello, N.B.	-	Apples	-	S.W. 4	Robinson's Cove, near Quaco, New Brunswick.
6 Nov.	"St. Joseph" - 20 years.	Penzance	-	-	-	Keitch, W.	55	3	M. Harry	-	J. Denley, Pen- zance.	Penzance	Newport, Mon.	-	Scrap iron	-	E.S.E. 9	Near Penarth Head, Glamor- ganshire.
7 Nov.	"Godild" - 20 years.	Not registered	-	-	-	Fishing Lugger, W.	14	2	D. Beale, Newhaven	-	J. Denley, Pen- zance.	Eye	Newhaven	-	Ballast	-	E. 5	Near Pett, Sussex.
7 Nov.	"Jumbo" - 6 years.	St. John, N.B.	-	(a.) B. Ver. 3/3 A.L.L., lost 12 years from 6.82. (b.) 8.88.	-	Brigantine, W.	346	10	G. L. Welch	-	J. H. Scammell, St. John, N.B.	Whitehaven	Rosario	-	Steel rails, 1 passenger.	-	S.E.	Chico Bank, River Plate.
7 Nov.	"Olaf Kyrré" - 33 years.	Norway	-	-	-	Brig. W.	291	9	J. M. Olsen, Frederikstad, Norway	-	K. Rennevig and Co., Haugesund, Norway.	Sundswall	Calais	-	Deals, &c.	-	E.S.E. 9	½ mile N. of Bridlington, Yorkshire.
7 Nov.	"Patriot" - 13 years.	Norway	-	-	-	Brigantine, W.	246	7	O. Ingvaldsen	-	K. Rennevig and Co., Haugesund, Norway.	Riga	Oporto and Lisbon.	-	Hemp and staves.	-	E.S.E. 5	Long Sand, off Essex.
8 Nov.	"Albatross" - 13 years.	Sweden	-	(a.) B. Ver. 3/3 A.L.L., for 4 years from 7.86. (b.) 8.86.	-	Barque, W.	483	12	N. E. Pehrsson	-	H. Nordlander, Hernösand, Sweden.	Sundswall	Cardiff	-	Deals	-	S. 5	Long Sand, off Essex.
8 Nov.	"Charles Bal" - 13 years.	Belfast	-	(a.) B. Ver. 3/3 A.L.L., for 4 years from 12.85. (b.) 6.86.	-	Shid, W.	1,432	18	R. Mann	-	The "Charles Bal" Ship Co., Lima, Belfast.	St. John, N.B.	Barrow	-	Timber	-	S.E. 9	Clontarf Strand, Dublin Bay.
8 Nov.	"James Kirchen" - 24 years.	Halifax, N.S.	-	-	-	Barque, W.	500	Unknown.	-	-	A. C. Macdonald, Pictou, N.S.	Belle Isle, N.F.L.	Liverpool	-	Unknown	-	-	Lance Cove near St. Mary's, Newfoundland.
8 Nov.	"Peidientia" - 20 years.	Norway	-	-	-	Barque, W.	373	10	H. Villadsen, Christiania	-	H. Villadsen, Christiania	Frederikstad, Norway.	Bristol	-	Staves and boards.	-	S.E. 6	Sizewell Bank, Suffolk.
9 Nov.	"Argo" - 40 years.	Norway	-	-	-	Barque, W.	430	11	H. Hoelstad	-	C. Swane, Chris- tiania.	Christiania	Grangemouth	-	Deals and battens.	-	E. 6	Near Grangemouth, Firth of Forth.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 9 Nov.	"Carl Gustaf" 13 years.	Russia	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Brig. W.	370	10	E. W. Lindqvist	O. G. Heden, Kristinestad, Russia.	Björneborg, Russia.	Tarragona	Timber and deals.	—	S.E. 8	Gunfleet Sand, off Essex.
9 Nov.	"Comet" 30 years.	Cowes	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Ketch. W.	23	3	G. Guy	A. Floyd, East Cowes.	Returning to Cowes from salvage operations.	Dublin	Petroleum	—	S. 8	Near Hurst Fort, Isle of Wight.
9 Nov.	"Margaret Johnson" 15 years.	Preston	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Schooner, W.	60	3	W. Ellis	Dublin.	Bridgewater	Dublin	Bricks	1	S.E. 6	About 2 miles S. of Cahore Point, Co. Wexford.
9 Nov.	"Narcy" 47 years.	Greenock	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Trading Smack, W.	35	2	A. Stewart	P. Cumstie, Oban	Gigha, Argyll-shire.	Irvine	Ballast	—	— 9	Keil Point, Argyllshire.
9 Nov.	"Triton" 22 years.	Gt. Yarmouth	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Dandy, W.	42	6	T. W. Cooper	Great Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	—	S.S.E. 5	Mundeley, Norfolk.
10 Nov.	"Bolette" 48 years.	Denmark	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Brig. W.	188	7	M. C. Jorgensen	P. Simonsen, Odense, Denmark.	Memel	Granton	Timber	—	S.E. 8	Can Sand, mouth of the River Tay.
10 Nov.	"Lizzie Guy" 17 years.	Lyttelton, N.Z.	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Brigantine, W.	85	6	J. Stevens	J. Craig, Oamaru, N. Z.	Oamaru, N.Z.	Auckland, N.Z.	Flour, &c.	2	S.S.E. 8	8 miles N. of Cape Palliser, New Zealand.
10 Nov.	"Magellan" 23 years.	Russia	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Barque, W.	477	12	A. F. Björkqvist	A. C. Strom, Christiansstad, Russia.	Kaskö, Russia	Gibraltar	Deals	—	S.E. by S. 7	Hasborough Sand, off Norfolk.
10 Nov.	"Margaret Ann" 20 years.	Port Hawkesbury, N.S.	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Schooner, W.	50	4	J. McEvoy	A. C. McDonald, Monique, P.E.I.	St. Peter's, N.S.	Montague Bay, P.E.I.	Limestone	—	S.E. 10	Nicholson's Cove, Gulf of St. Lawrence, Canada.
10 Nov.	"Refuge" 31 years.	Gt. Yarmouth	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Lugger, used as a Volunteer Life Boat, W.	17	7	A. George	S. Nightingale, Great Yarmouth.	Gt. Yarmouth, to render assistance to the S.S. "Akaba."		Ballast	4	S.E. 6	Near the entrance to Gt. Yarmouth Harbour, Norfolk.
10 Nov.	"Sophie Marie" 100 years.	Norway	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Barque, W.	388	9	C. Royter	Syvester, Frederikshald, Norway.	Gedde	Fecamp	Wool	—	S.E. 7	Kenshady Sand, St. Andrew's Bay, Co. Fife.
11 Nov.	"Maggie M." 15 years.	St. John, N.B.	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Barque, W.	430	9	J. Kavanagh	J. W. Edgett, New York.	Glace Bay, C.B.	St. John, N.B.	Chairs, anchors, &c.	—	S. 4	Cape Negro Island, Nova Scotia.
12 Nov.	"British Duke" 13 years.	Liverpool	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Barque, L.	1,420	27	S. Fairfield	The British Shipowners' Co., Ltd., Liverpool.	Calcutta	London	General	—	W. by S. 7	2 miles W. of Klippen Point, Cape Colony.
12 Nov.	"Johanna" 25 years.	Holland	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Schooner, W.	200	6	K. B. Slotema	Groeningen, Holland.	Narva	Delfshaven	Deals and battens.	—	S.S.E. 9	Hasborough Sand, off Norfolk.
12 Nov.	"Mequino" 25 years.	Grimsby	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Dandy, W.	62	5	J. T. Moon	G. Allington, Grimsby.	Grimsby, for fishing.		Ballast	—	S.E. 8	Near Upper Trinity Bay, River Humber.
13 Nov.	"Granite" 43 years.	Aberdeen	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Brig. W.	180	8	R. Leung	T. Jefferson, W. Hartlepool.	London	Middlesbro'	Loam	8	S.E. 7	North Gare Sand, entrance to River Tees.
13 Nov.	"Isabella" 24 years.	Banff	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Schooner, W.	94	5	G. Lyall	W. Watson, Banff	Sunderland	Banff	Coal and whiting.	—	S.E. 10	About 6 miles N. of Stonehaven, Kincardineshire.
15 Nov.	"Gayton" 4 years.	Liverpool	(a.) B. Ver., 5/6 A. 11., for 3 years from 9.88. (b.)	Barque, L.	938	19	T. B. McKay	D. Duncan, Liverpool.	Pisagua	Hamburg	Nitrate	—	S.W. 4	North Hanks, Holland.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, and whether British or Foreign. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 24 Nov.	"Belle de Bute" — Age unknown.	Not registered	-	Smack, W.	15	2	J. Greenwood	W. Bailey, Ramsey, Isle of Man.	Workington,	for fishing.	Ballast	-	W.S.W. 8	Off Workington, Cumberland.
24 Nov.	"Nitzialechony" — 12 years.	Jaffna	-	Schooner, W.	48	7	Anthonymitto Thomayulle Chelliah.	Nagapper Sinnamby, Valvettyore, Ceylon.	Batticaloa	Colombo	Rice, paddy, &c., 8 passengers.	-	S.E. 1	Batticaloa, Ceylon.
25 Nov.	"Dallas Hill" — 5 years.	St. John, N.B.	-	Schooner, W.	110	5	W. McKee	B. Driscoll, St. John, N.B.	St. John, N.B.	Providence, Rhode Island.	Boards	-	N.E. 9	Thompson's Island, Maine, U.S.A.
25 Nov.	"Dart" — 7 years.	St. John, N.B.	-	Schooner, W.	98	4	H. D. Spragg	T. S. Adams, St. John, N.B.	Boston, Mass.	St. John, N.B.	Ballast, 1 passenger.	-	N.E. 9	Thompson's Island, Maine, U.S.A.
25 Nov.	"E. Walsh" — 16 years.	Digby, N.S.	-	Schooner, W.	143	6	J. H. Anderson	W. G. Clarke, Bear River, N.S.	Bear River, N.S.	Boston, Mass.	Timber, &c.	-	E. 9	Little River, Maine, U.S.A.
25 Nov.	"Estrella de Chile" — 21 years.	Glasgow	(a.) L.L. * A 1. (b.) 11.87.	Barque, L.	556	15	J. Dorward	L. Gow, Glasgow	Whitehaven	Rosario	Steel rails	1	W.S.W. 9	Robin Riag Sand, Cumberland.
26 Nov.	"Express" — 20 years.	Norway	-	Barque, W.	922	9	-	M. Danielsen, Osterruser, Norway.	The Baltic	Newport, Mon.	Deals	-	S.E. 10	Scarba Island, Argyllshire.
26 Nov.	"Helen" — 11 years.	W. Hartlepool	(a.) L.L. 100 A. 1. (b.) 7.88.	S.S., L.	1,043	20	J. W. Morris	R. Irvine, W. Hartlepool.	Marianople	Gibraltar, for orders.	Rye	-	W. 2	Europa Point, Spain.
26 Nov.	"Sunbeam" — 13 years.	St. John, N.B.	-	Schooner, W.	78	3	W. Urquhart, Springfield, N.B.	-	Rockland, Maine.	St. John, N.B.	Ballast	-	E.N.E. 9	Woodward's Point, Quoddy Bay, U.S.A.
27 Nov.	"Dart" — 20 years.	Peel, Isle of Man.	-	Schooner, W.	66	4	J. Kinrade	D. Dodd, Peel, Isle of Man.	Douglas, Isle of Man.	Liverpool	Ballast	-	Calm	About 2 miles S. of Douglas Head, Isle of Man.
27 Nov.	"J. and J. Locke" — 23 years.	Yarmouth, N.S.	-	Schooner, W.	54	4	I. A. Banks	J. N. Banks, Barrington, N.S.	Boston, Mass.	Barrington, N.S.	General	-	E.N.E. 11	Gloucester Harbour, U.S.A.
27 Nov.	"Onward" — 5 years.	Not registered	-	Lugger, W.	30	7	J. Dougal	A. Dougal, Eyemouth.	Eyemouth, for fishing.	Ballast	Ballast	-	E. 9	Entrance to Eyemouth Harbour, Berwickshire.
27 Nov.	"Regina" — 7 years.	Sunderland	(a.) L.L. 100 A. 1. (b.) 6.88.	S.S., L.	1,565	25	T. Angus	J. Sanderson, Sunderland.	Sunderland	Constantinople.	Coal	-	W.N.W. 6	Hammond's Knoll, off Norfolk.
27 Nov.	"Undine" — 2 years.	Gt. Yarmouth	-	Dandy, W.	74	5	C. Doy	J. S. Sterry, Lowestoft.	Lowestoft, for fishing.	Ballast	Ballast	-	S.W. 3	Entrance to Lowestoft Harbour, Suffolk.
28 Nov.	"Peace" — 32 years.	Boston	-	Ketch, W.	52	3	E. Marshall	R. Keightley, Boston.	Sunderland	Dunbar	Coal	2	N. 8	Boulner Bush Rocks, Northumberland.
28 Nov.	"Victoria" — New.	Glasgow	-	S.S., L.	20	5	P. Jacobs	C. Chastenot, St. Lucia, W.I.	Greenock	St. Lucia, W.I.	Ballast	-	S.E. 7	Greenport Bay, co. Down.
29 Nov.	"Grand Turk" — 40 years.	Hull	-	Cutter, W.	33	2	O. P. B. Müller, Hull.	-	Paull, Yorkshire, for fishing.	Ballast	Ballast	-	S.E. 5	1½ miles W. of Killingholme Light, River Humber.
29 Nov.	"Vesta" — 21 years.	St. John's, N.F.L.	-	Brigantine, W.	148	9	T. Fitzgerald	J. Munn, Harbor Grace, N.F.L.	Harbor Grace, N.F.L.	Ballast	Ballast	-	S.E. 2	Cranberry Head, Cape Breton.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Vessel	Age	Tonnage	Owner	Master	Company	Port of Origin	Port of Destination	Winds	Direction	Loss	Notes
22 Nov.	"White Wings"	2 years.	93	Schooner, W.	-	-	Charlotte, P.E.I.	-	-	-	-	Liscomb, Nova Scotia.
22 Nov.	"William Saral"	23 years.	140	Schooner, W.	-	T. Long, Drogheda.	-	Barrow	-	-	-	Bahama Bank and Rue Point, Isle of Man.
30 Nov.	"Betsey James"	34 years.	69	Schooner, W.	-	-	Penzance	Gt. Yarmouth	-	-	-	St. Andrew's Bay, Co. Fife.
30 Nov.	"Clara"	21 years.	94	Schooner, W.	-	J. Stewart, Kockport, N.B.	St. John, N.B.	Harvey, N.B.	-	-	-	Mouth of Shepody River, New Brunswick.
30 Nov.	"Fred Thomson"	20 years.	247	Brig, W.	-	M. Cogan	(a.) Ll. A. 1. in red. (b.) 10.83.	Newcastle-on-Tyne.	-	-	8	Near the East Goodwin Lightship, off Kent.
31 Nov.	"Empress of China"	10 years.	255	Barquentine, W.	-	T. J. Chaplin	-	Geelong	-	-	-	Pyramid Rock, Tasmania.
1 Dec.	"Lady Stuart"	19 years.	96	Schooner, W.	-	H. Brown	(a.) Ll. 10 A. 1. Cont. for 3 years. (b.) 5.86.	Alicante	-	-	-	Safi Bay, Morocco.
2 Dec.	"Eolis"	17 years.	655	Barque, W.	-	F. G. Glandulich	-	Oran	-	-	-	Crooked Island, Bahamas.
2 Dec.	"Lord Provost"	33 years.	83	Schooner, W.	-	R. Campbell	-	Peterhead	-	-	-	1 mile S. of Eyemouth, Berwickshire.
3 Dec.	"Swift Current"	3 years.	63	Schooner, W.	-	J. D. Fader	-	Halifax, N.S.	-	-	-	Entrance to Ingonish Harbour, Cape Breton.
4 Dec.	"Dolphin"	1 year.	26	S.S., I.	-	J. Watson	(a.) Ll. 100 A. 1. (b.) 1.98.	Scarborough	-	-	-	Skerry Rocks, near Buchanan's, Aberdeenshire.
4 Dec.	"Hope"	51 years.	20	Snack, W.	-	C. Meadows	-	Newport, Mon.	-	-	-	The Shoots, River Savern.
4 Dec.	"Sarah and Ann"	23 years.	67	Trow, W.	-	J. W. Davis	-	Lydney	-	-	-	Between Sully Island and the Flat Holms, Bristol Channel.
4 Dec.	"Vendome"	6 years.	265	S.S., I.	-	G. Parry	(a.) Ll. 100 A. 1. (b.) 12.57.	Ramsey, Isle of Man.	-	-	-	Off St. Michael's Head, Pembrokeshire.
5 Dec.	"Ethel Horatia"	7 years.	741	S.S., I.	-	T. W. Stafford	(a.) Ll. 100 A. 1. (b.) 1.58.	Sunderland	-	-	-	Off Harboore, Jutland, Denmark.
5 Dec.	"Excelsior"	24 years.	1,218	Barque, W.	-	J. Fraser	-	Liverpool	-	-	-	Colon, Colombia.
6 Dec.	"Hartlepool"	8 years.	1,131	S.S., I.	-	J. Race	(a.) Ll. 100 A. 1. (b.) 6.37.	Galmiz	-	-	17	6 miles from Egersund, Norway.
6 Dec.	"Village Bride"	20 years.	14	Schooner, W.	-	M. Ritchie	-	Dover Beach, Jamaica.	-	-	-	Five Foot, near Navy Island, Jamaica.
7 Dec.	"Blanche"	6 years.	220	Schooner, W.	-	-	-	Port Antonio, Jamaica.	-	-	-	Glace Bay, Cape Breton.
7 Dec.	"Try"	5 years.	6	Lag Sail, W.	-	E. W. Bridle	-	Exmouth, for fishing.	-	-	-	Exmouth Beach, Devonshire.
9 Dec.	"Cyprus"	10 years.	54	Dandy, W.	-	E. G. Harris	-	Gt. Yarmouth, for fishing.	-	-	-	Caister Patch, Norfolk.
10 Dec.	"Ann Jones"	36 years.	85	Schooner, W.	-	J. Williams	-	Hull	-	-	-	Haile Sand, Lincolnshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Packages (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 10 Dec.	"Florence" - 29 years.	U. S. A.	-	Barque, W.	357	9	- Carter	D. E. Mayo & Co., Boston, Mass.	Porto Rico	Boston, Mass.	Salt	-	W.N.W. 9	Fortune Island, Bahamas.
11 Dec.	"Jasper" - 8 years.	Glasgow	(a.) Ll. 100 A. 1. (b.) 1087.	S.S., I.	118	11	D. McNicol	W. Robertson, Glasgow.	Workington	Glasgow	Steel rails	11	-	Isle of Whithorn, Wigton-shire.
11 Dec.	"Voyageur" - 26 years.	Swansea	(a.) Ll. 12 A. 1. (b.) 5 A. 1. (b.) 488.	Schooner, W.	198	6	W. Blackmore	F. Le Boulanger, Swansea.	Swansea	Trouville	Coal	-	S. by E. 6	Near Barfleur, France.
12 Dec.	"George Lamb" - 6 years.	St. Andrew's, N.B.	-	Schooner, W.	148	About 7	-	A. W. Adams, St. John, N.B.	St. Pierre	Sydney, C.B.	Ballast	-	-	St. Pierre, Miquelon.
12 Dec.	"Standard" - 12 years.	Hull	-	Snack, W.	77	5	H. Hastings	W. Dickinson, Hull	Hull	Perth	Oil cake	-	S. 2	Bondair Rocks, Northumberland.
12 Dec.	"Venture" - 8 years.	Sydney, C. B.	-	Schooner, W.	9	3	H. Campbell, Whycomagh, C.B.	Whycomagh, C.B.	Sydney, C.B.	Whycomagh, C.B.	Coal	-	S.E. 9	North Sydney, Cape Breton.
12 Dec.	"W. Wright" - 23 years.	Charlottetown, P.E.I.	-	Schooner, W.	59	4	W. J. Heald Elmsdale, P.E.I.	Elmsdale, P.E.I.	Sydney, C.B.	Charlottetown, P.E.I.	Coal	-	E.S.E. 9	Smith's Island, Cape Breton.
13 Dec.	"W. C. Silver" - 13 years.	Port Hawkesbury, N.S.	-	Schooner, W.	98	6	W. McKenzie	A. McDonald, Sydney, C.B.	Raddick, C.B.	St. Pierre, Miquelon.	Produce	-	- 11	Entrance to St. Pierre Harbour, Miquelon.
14 Dec.	"Vixen" - 30 years.	Carnarvon	-	Ketch, W.	54	2	O. Ellis	H. Edwards, Carnarvon.	Pensarn, Carnarvon Bay.	Garston	Ore	-	S.E. 1	St. Fudwall's, Carnarvonshire.
15 Dec.	"Annie G." - 2 years.	Dorchester, N.B.	-	Schooner, W.	116	5	R. J. Cameron	T. B. Wilbur, Dorchester, N.B.	Dorchester, N.B.	New York	Piling	-	S.E. 1	Negro Head, St. John, New Brunswick.
15 Dec.	"Golden Rule" - 17 years.	Sydney, C. B.	-	Schooner, W.	52	5	J. Ford	A. Le Man, Charnel, N.F.L.	St. Pierre	Charnel, N.F.L.	Ballast	-	S.E. 9	St. Pierre, Miquelon.
16 Dec.	"Lumberman's Laddie" - 24 years.	Abordeen	(a.) Ll. 18 A. 1. cont. 12 A. 1. (b.) 188.	Barque, W.	959	16	J. Mennie	J. Rust, Aberdeen	Leith	Rio Janeiro	Coal	-	W.N.W. 4	Hasborough Sand, off Norfolk.
17 Dec.	"Ella J." - 18 years.	St. John, N.B.	-	Schooner, W.	69	4	A. R. Belyea, Greenwich, N.B.	Greenwich, N.B.	Sackville, N.B.	St. John, N.B.	Deals	-	E. by N. 11	Anvil Rock, Quaco Bay, New Brunswick.
18 Dec.	"Governor" - 11 years.	Newport, Mon.	(a.) Ll. 9 A. 1. cont. 3 A. 1. (b.) 1186.	Barque, W.	576	9	E. Edmunds	W. Williams, Newport, Mon.	Nevassa	Plymouth	Phosphate rock.	-	- 4	East Cay, Tortugas Reef, U.S.A.
18 Dec.	"Knight Templar" - 14 years.	N. Shields	(a.) Ll. 90 A. 1. Liv. A. 1. + 1. (b.) 388.	S.S., I.	1,024	22	J. Waskitt	H. Samman, Hull	Odessa	Hull	Wheat and Barley.	-	S.E. 5	2 miles N. of La Helle, Finistère, France.
19 Dec.	"Dewdrop" - 23 years.	Brixham	-	Ketch, W.	54	4	G. Carpenter	J. Stevens, Brixham.	Milford for fishing.	-	Ballast	-	S.S.W. 6	3 miles E. of St. Anthony's Light, Cornwall.
19 Dec.	"Gamma" - 16 years.	Hull	(a.) Liv. A. 1. in red. (b.) 788.	S.S., I.	1,453	24	R. Martin	H. F. Smith, Hull	Hull	Odessa	Coal	-	S.W. 4	Middle Sand, River Humber.
19 Dec.	"Violet" - 52 years.	Norway	-	Schooner, W.	159	6	H. Hansen, Drobak, Norway.	Drobak, Norway.	Teignmouth	Leith	Clay	-	S.S.W. 4	Boulmer Rocks, Northumberland.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

20 Dec.	"Hay & Catherine" 30 years.	Arbroath	-	-	-	98	Schooner, W.	5	J. Livingstone, Arbroath.	Sunderland	Arbroath	Coal	-	W.N.W. 1	Entrance to Arbroath Harbour, Co. Forfar.
21 Dec.	"Erin" 27 years.	Waterford	-	-	-	53	S.S., I.	5	D. Murphy, Fenit, Co. Kerry.	Tralee	Dingle	General	-	N. 10.	Fenit, Co. Kerry.
21 Dec.	"Etta" 25 years.	Belfast	-	-	-	1,154	Barque, W.	18	J. Arthurs	St. John, N.B.	Fleetwood	Deals, 1 passenger.	1 (master).	S. 8	Credan Bay, Co. Waterford.
21 Dec.	"Gem of the Sea" 19 years.	Grimsby	-	-	-	62	Dandy, W.	5	E. Freer	-	Grimsby for fishing.	Ballast	-	S.E. 4	Clee Ness, River Humber.
22 Dec.	"Racer" 47 years.	Lerwick	-	-	-	33	Cutter, W.	3	T. Balfour	Lerwick	Skerries, Shetland Isles.	General	-	S.S.E. 9	Skerries, Shetland Isles.
23 Dec.	"Benan" 13 years.	Leth	(a), (b),	100 A 1. 11.87.	-	1,338	Ship, I.	28	J. Burns	Cardiff	Hong Kong	Coal	-	S.S.W. 7	Point Ckats, Western Australia.
24 Dec.	"Mary Davies" 35 years.	Aberystwith	-	-	-	59	Schooner, W.	3	R. Frances	Portland, Dorsetshire.	London	Stone	-	S.W. 6	Near Seaford, Sussex.
24 Dec.	"Wardale" 16 years.	Middlesbro'	(a), (b),	LI. 90 A 1. 5.88.	-	550	S.S., I.	15	G. T. Simmons	Middlesbro'	Libau	Pig iron	-	S.S.E. 5	12 miles S. of Bierghouse, Jutland, Denmark.
25 Dec.	"Margaret Ann" 33 years.	Beaumaris	-	-	-	62	Schooner, W.	4	J. Jones	Port St. Mary, Isle of Man.	Bangor, Carnarvonshire.	Ballast	-	W.N.W. 7	Puffin Island, Anglesea.
28 D. c.	"Alanya" 17 years.	U.S.A.	-	-	-	418	Brig, W.	7	- Brown	Rouen	Philadelphia	Empty barrels.	6	-	Bear's Cove, Newfoundland.
29 D. c.	"County of Bute" 22 years.	Turkey (Jeddah),	(a), (b),	LI. 16 A 1, cont. 11 A 1. (b.) 7.88.	-	793	Ship, Composite.	About 18	-	Calcutta	Muscat	Ballast	-	N.W. 4	About 3 miles N.W. of Yera-wu, West Coast of India.
30 D. c.	"Glance" 15 years.	Inverness	(a), (b),	LI. 11 A 1, cont. 7 A 1. (b.) 2.87.	-	162	Schooner, W.	7	H. G. Smith	Loading at Mazagan, Morocco.	Maize	-	-	N.N.W. 10	Near Mazagan, Morocco.
30 D. c.	"Heroine" 41 years.	Exeter	-	-	-	81	Schooner, W.	4 and pilot.	W. Martell	Dunbar	London	Potatoes	-	W. 1	Inner Bass Rock, Firth of Forth.
30 D. c.	"Macgregor" New.	Glasgow	-	-	-	582	S.S., I.	26	J. S. Millar	New Orleans	Belize	General, 5 passengers.	-	N.E. 4	Noja Spit, Yucatan.
31 D. c.	"Jane Owens" 30 years.	Aberystwith	-	-	-	96	Schooner, W.	4	J. Williams, Aberdeen.	Plymouth	Aberdovey	Manure (superphosphate), Jute	-	W.N.W. 2	Smalls Rocks, Pembrokeshire.
1 Dec.	"Kamroop" 20 years.	British India (no registry)	-	-	-	About 100	Flat, I.	20	-	Narainganj	Calcutta	-	-	-	Backergunj, East Coast of India.
1 Dec.	"Vixen" 28 years.	Sydney, C.B.	-	-	-	43	Schooner, W.	4	G. Shimmers	Cow Bay, C.B.	Charlottesville, P.E.I.	Coal	-	-	S.E. of Point Prim, Prince Edward Island.
2 Dec.	"Stellite" 10 years.	Liverpool	-	-	-	11	S.S., Steel	None on board.	-	Lying at Kingston, Jamaica.	Ballast	-	-	- 9	Kingston, Jamaica.
3 Jan.	"Iron King" 9 years.	N. Shields	-	-	-	17	Steam Tug, I.	4	J. Kennedy	S. Shields, seeking.	Ballast	-	-	W. 2	Horse Rocks, between Filey and Scarborough, Yorkshire.
4 Jan.	"John Swan" 16 years.	U.S.A.	-	-	-	508	Brig, W.	9	O. W. Huey	Troon	Matanzas, Cuba.	Coal	-	S. 6	Port Ellen, Islay, Argyllshire.
4 Jan.	"Maddlena" 21 years.	Italy	-	-	-	635	Barque, W.	12	F. Brigneto	Buenos Ayres	Pensacola	Ballast, 1 passenger.	-	E. 4	Mount Cays, Jamaica.
6 Jan.	"Anglo-India" 13 years.	St. John, N.B.	(a), (b),	B. Ver. 3/3 L 1.1, for 14 years from 7.77. (b.) 5.87.	-	1,549	Ship, W.	23	J. Cattamach	Shanghai	Ilo Ilo, Philippine Islands.	Ballast	-	N.E. 6	N.W. Coast of Formosa, China.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 6 Jan.	"i perriver" 20 years.	France	(a.) Ll. 12 A. I., cont. 8 A. I. (b.) 12.88.	Barque, W.	627	15	A. Portier	M. Dévé, Havre	Bordeaux	Cardiff	Pitwood	1	E.S.E. 2	Scarweather Sands, Bristol Channel.
6 Jan.	"Lillian B. Jones" 36 years.	Shelburne, N.S.	-	Barque, W.	274	9	E. P. Petrie	J. E. Irish, Halifax, N.S.	St. Stephen's, N.B.	New York	Laths	-	N.E. 9	S.E. side of Boishubert Isle, Maine, U.S.A.
8 Jan.	"Fortuna" 42 years.	Russia	(a.) B. Ver. 5/6 "G 2. 1., for 4 years from 4.87. (b.) 4.87.	Brig, W.	325	9	W. C. Linde	Riga	Memel	S. Shields	Deals and Logs.	-	S.S.W. 4	Birling Cove, Northumberland.
8 Jan.	"Heath" 16 years.	Sydney, N.S.W.	-	Schooner, W.	137	7	T. Bartholm	B. Burnes, Sydney, N.S.W.	Sydney, N.S.W.	Newcastle, N.S.W.	Ballast	2	S. 5	Cape Howe Point, New South Wales.
8 Jan.	"Rose" Age unknown.	Not registered	-	Barge, W.	40	Say 2	-	-	Southampton (in tow)	Weymouth	-	-	S. 6	Hordle Cliff, near Milford, Hampshire.
8 Jan.	"Shadrach - von Brock" 38 years.	Germany	-	Brig, W.	240	9	H. Zander	G. Kindler, Ros-tock.	Dantzic	Peterhead	Timber	-	S. by W. 8	About ½ mile N. of Scotstown Head, Aberdeenshire.
8 Jan.	"Thistle" Age unknown.	Not registered	-	Barge, W.	40	Say 2	-	-	Southampton (in tow)	Weymouth	Ballast	-	S. 6	Hordle Cliff, near Milford, Hampshire.
9 Jan.	"Brothock" 15 years.	Newcastle-on-Tyne.	-	S.S., W.	70	5	W. Whiteley	T. Robinson, Newcastle-on-Tyne.	Middlebro'	Dundee	Railway chairs.	-	S.S.W. 5	Near Newton, Northumberland.
9 Jan.	"Lady Katherine" 8 years.	Sunderland	-	S.S., I.	615	16	W. Humphreys	The Earl of Durham, Lambton Castle, Durham.	Uddevalla, Sweden.	Sunderland	Pit props, 2 passengers.	-	S. 5	Near Newbiggin, Northumberland.
10 Jan.	"Mary and Isabella" Age unknown.	Not registered	-	Lugger, W.	15	6	T. McL. Brown	St. Andrew's	St. Andrew's for fishing.	-	Ballast	-	N.W. 2	Entrance to St. Andrew's Harbour, co. Fife.
11 Jan.	"Charlotte Ann" 54 years.	Powoy	-	Ketch, W.	41	3	J. Hare	S. Hare, West Appladore.	Lydney	Fremington	Coal	-	E.S.E. 4	About 1½ miles W.S.W. of Branniton Lighthouse, Devonshire.
11 Jan.	"Olive Leaf" 3 years.	Not registered	-	Lugger, W.	17	8	J. Wood	Lossiemouth	Lossiemouth for fishing.	-	Ballast	-	S.E. 5	Entrance to Lossiemouth Harbour, co. Elgin.
11 Jan.	"Prism" 18 years.	Liverpool	-	S.S., I.	1,402	42	E. T. Jackson	A. Holt, Liverpool	Liverpool	Singapore	General passengers.	9 (5 crew & 4 passengers.)	S.W. 6	Sisargas Island, Spain.
12 Jan.	"Bazar" 56 years.	Sweden	-	Brig, W.	203	6	A. S. Ljunggren	E. W. Wancke, Newcastle-on-Tyne.	Oscarshamn	S. Shields	Pit props	-	S.S.E. 6	Kinnebar, co. Forfar.
12 Jan.	"Renown" 19 years.	Newcastle-on-Tyne.	(a.) Ll. 90 A. I. (b.) 11.88.	S.S., I.	766	17	W. Dean	W. S. Lishman, Newcastle-on-Tyne.	Dublin	Bilbao	Ballast	-	N.W. 12	Off Contis, St. Julien, Landes, France.
13 Jan.	"Lady Bannerman" 34 years.	Nassau, N.P.	-	Schooner, W.	78	8	T. Curry	M. H. Roberts, Green Turtle Cay, Bahamas.	Port Antonio, Jamaica.	Jacksonville, Florida.	Fruit	-	N. 5	Cape Carnival Beach, U.S.A.
14 Jan.	"Blue Cross" 20 years.	Dundee	(a.) Ll. A. I. (b.) 12.88.	S.S., I.	694	13	J. E. Nicholson	R. Taylor, Dundee	Reval	London	Oats	-	S.E. 5	N. of Faro Island, Gotland, Sweden.
15 Jan.	"Bessie Gracie" 12 years.	Halifax, N.S.	-	Brigantine, W.	190	8	W. Lovegrove	D. Crepan, Halifax, N.S.	Ponce, Porto Rico.	Halifax, N.S.	Sugar	-	N.N.E. 7	Arecibo, Porto Rico.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of Vessel	Age	Not registered	Port of Origin	Owner	Master	Passengers	Crew	Ballast	Destination	Remarks	Location of Loss	Survivors
15 Jan.	"Georgina"	5 years.	-	-	-	-	-	-	-	-	-	May Island, Firth of Forth.	S.W. 6
16 Jan.	"Maggie"	19 years.	-	-	-	-	-	-	-	-	-	San Francisco River Bar, Brazil.	S.E. 4
17 Jan.	"George"	44 years.	-	-	-	-	-	-	-	-	-	Carnel Point, Anglesa.	N. 2
18 Jan.	"Amy"	2 years.	-	-	-	-	-	-	-	-	-	Scotland Point, Trinidad.	N. 3
19 Jan.	"Araminta"	19 years.	-	-	-	-	-	-	-	-	-	North Beach, Port Elizabeth, Cape Colony.	- 8
21 Jan.	"Memling"	17 years.	-	-	-	-	-	-	-	-	-	Near Cape Blanco, West Coast of Africa.	N. 2
23 Jan.	"Benbrack"	27 years.	-	-	-	-	-	-	-	-	-	The Texel, Holland.	N. 4
23 Jan.	"Pennon"	6 years.	-	-	-	-	-	-	-	-	-	Ailsa Craig, Firth of Clyde.	N.W. 2
24 Jan.	"Bartie Pierce"	19 years.	-	-	-	-	-	-	-	-	-	Black Island Ledge, off Cape Canso, Nova Scotia.	W.S.W. 6
25 Jan.	"Emily Ann"	12 years.	-	-	-	-	-	-	-	-	-	North Head, Port Jackson, New South Wales.	S. 7
27 Jan.	"Antoinette"	15 years.	-	-	-	-	-	-	-	-	-	Tuckernuck Island, off Nan-tucket, U.S.A.	S.W. 7
27 Jan.	"George Gilroy"	27 years.	-	-	-	-	-	-	-	-	-	Stampa Bank, Essequibo, British Guiana.	-
17 Jan.	"True Briton"	24 years.	-	-	-	-	-	-	-	-	-	Marquesa Shoal, Florida Reefs, U.S.A.	- 4
23 Jan.	"Adelaide Baker"	25 years.	-	-	-	-	-	-	-	-	-	Florida Reef, Straits of Florida, U.S.A.	N.N.W. 9
29 Jan.	"Come On"	4 years.	-	-	-	-	-	-	-	-	-	Lambress, Stronsay, Orkney Isles.	S. 9
29 Jan.	"Fly-by-Night"	8 years.	-	-	-	-	-	-	-	-	-	Branahie Bay, near Stornoway, Hebrides.	S.W. 9
29 Jan.	"Nellie A. Drury"	6 years.	-	-	-	-	-	-	-	-	-	Eight Mile Rock, Bahamas.	W. 9
29 Jan.	"Sir Walter Raleigh"	13 years.	-	-	-	-	-	-	-	-	-	About 2 miles S. of Cape Griz-nez, France.	S.W. 5
31 Jan.	"Lillias"	23 years.	-	-	-	-	-	-	-	-	-	Needham's Point, Barbados.	E. 1
2 Feb.	"Lymington"	7 years.	-	-	-	-	-	-	-	-	-	Near Lee, Devonshire.	N.W. 10
2 Feb.	"Roseneath"	32 years.	-	-	-	-	-	-	-	-	-	Near Portpatrick Lighthouse, Wigtownshire.	W.N.W. 9
3 Feb.	"Acorn"	32 years.	-	-	-	-	-	-	-	-	-	Lamlash Bay, Firth of Clyde.	N. 10

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 3 Feb.	"Alert" 36 years.	Montrose	-	Schooner, W.	97	4	J. Carr	W. Montrose.	Montrose	Southampton	Potatoes	1	N.E. 10	Blyth, Northumberland.
3 Feb.	"Annabell" 6 years.	Not registered	-	Fishing lugger, W.	25	7	W. McPherson	Hopeman, co. Elgin.	Lying at Lossiemouth, co. Elgin.	-	Ballast	-	N. 9	About 3 miles E. of Lossiemouth, co. Elgin.
3 Feb.	"Ben MacDui" 11 years.	Grimaby	-	Dandy, W.	77	5	H. Brown	The Great Grimsty Ice Co., Ltd., Grimaby.	Grimaby, for fishing.	-	Ballast	-	E. 8	Grimaby, Lincolnshire.
3 Feb.	"Provencal" 18 years.	S. Shields	(a.) Ll. 90 A 1. (b.) 1.88.	S.S., I.	836	22	G. L. Swinnerton	E. L. E. Thomas, Neath.	Genoa	Rotterdam and Antwerp.	General	-	W.N.W. 8	S. Breakwater, New Waterway, Holland.
4 Feb.	"Westfall" 7 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 11.88.	S.S., Steel W.	720	20	J. Kennedy	H. Hogarth, Glasgow.	Oran and Huéla.	Esperanto and copper ore.	General, 2 passengers.	4	N.E. 12	Near San Vicente de la Barquera, Santander, Spain.
6 Feb.	"Ada C. Owen" 12 years.	Auckland, N.Z.	-	Brigantine, W.	183	8	R. Owens	A. B. Donald, Auckland, N.Z.	Papeete, Tahiti, for load.	Auckland, N.Z.	-	-	S.W. 2	S.W. Coast of Tahiti, Society Islands.
6 Feb.	"Esne" 7 years.	London	(a.) Ll. 100 A 1. (b.) 4.88.	S.S., I.	1,061	21	N. Care	H. Collins, London.	S. Shields	Amnapolis, N.S.	Ballast	-	S.E. 6	Salvage Rocks, near Cape Negro, Nova Scotia.
6 Feb.	"Express" 4 years.	St. George's, Grenada.	-	Sloop, W.	13	5	J. N. Versping	Carriacou, Grenada.	Port of Spain, Trinidad.	Grenville, Grenada.	Ballast, 11 passengers.	2	E.N.E. 5	E. Coast of Grenada, West Indies.
6 Feb.	"Neptune" 14 years.	Sydney, N.S.W.	-	Schooner, W.	221	8	W. Rice	W. T. Yeagher, Richmond River, N.S.W.	Melbourne	Sydney, N.S.W.	Dynamite	-	S.E. 5	Near Pearl Point, Gippsland, Victoria.
8 Feb.	"Alexander Helen" 7 years.	Not registered	-	Lugger, W.	24	7	J. Falconer	A. Sim, Cullen, Banffshire.	Buckie, for fishing.	-	Ballast	1	N. 9	Cluny, Banffshire.
8 Feb.	"Cavilla" 10 years.	Scarborough	(a.) Ll. 100 A 1. (b.) 4.88.	S.S., I.	913	20 & pilot.	M. Webster	T. E. Hick, Scarborough.	Eupatoria	Reval	Salt	-	W. 4	Salvo Reef, Faro Island, Gothland, Sweden.
8 Feb.	"Ethel" 27 years.	Faversham	-	Brigantine, W.	133	6	J. E. Kemp	J. R. Daniels, Whitstable.	Newhaven	S. Shields	Ballast	-	N.N.W. 8	Goodwin Sands, off Kent.
8 Feb.	"Industry" 23 years.	Inverness	-	Schooner, W.	90	4	J. McLennan	Mrs. Finlayson, Plockton, co. Ross.	S. Shields	Galway	Coal	-	N.W. 9	Crignure Bay, Sound of Mull, Argyllshire.
8 Feb.	"Neva" 33 years.	Grimaby	-	Dandy, W.	51	5	S. Madge	A. H. Cook, Grimaby.	Grimaby, for fishing.	-	Ballast	-	N.W. 10	Near Cleethorpes, Lincolnshire.
8 Feb.	"United Friends" 25 years.	London	-	Smack, W.	51	5	G. A. Renison	J. W. Nash, New Clew, Lincolnshire.	Grimaby, for fishing.	-	Ballast	-	W.N.W. 10	Kinlochberrie, Sutherlandshire.
9 Feb.	"Forgotten-not" 6 years.	Not registered	-	Lugger, W.	20	7	D. Ballingall	Largo, co. Fife.	Largo, co. Fife, for fishing.	-	Ballast	-	N.W. 10	Dunbar, Haddingtonshire.
9 Feb.	"Quintus" 33 years.	Malta	-	Barque, W.	406	About 10	F. Berisso	A. Gauci, Leghorn.	Genoa	Tortoli, Sardinia.	Ballast	-	W. 10	Figaro Island, Sardinia, Italy.
9 Feb.	"Salacia" 22 years.	Faversham	-	Brigantine, W.	227	8	C. Carlton	W. Holden, Whitstable.	Portsmouth	Hartlepool	Ballast	-	N.N.W. 10	Near Hunstanton, Norfolk.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

10 Feb.	"Clariissa," 23 years.	Shornham	-	-	Brig. W.	254	7	J. Ball	A. Buckwell, Brighton.	Sunderland	Southampton	Coal	S.E. 5	Sizewell Bank, off Suffolk.
10 Feb.	"Dione," 22 years.	Newhaven	-	-	Brig. W.	273	8	A. Beroldsen	J. Bull, Newhaven	S. Shields	Newhaven	Coal	N.W. 10	Near Zontelande, Flushing, Holland.
10 Feb.	"Eagle," 26 years.	Belfast	-	-	Brigantine, W.	130	5	J. P. Barry	A. King, Belfast	Belfast	Ayr	Ballast	S.E. 6	Black Head, co. Antrim.
10 Feb.	"Gael," 13 years.	Auckland, N.Z.	-	-	Schooner, W.	93	6	P. G. Samiksen	W. J. Macleod, Whangare, N.Z.	Auckland, N.Z.	Malicolo Is- land, New Hebrides.	Ballast	N.E. 2	A reef off Malicolo Island, New Hebrides.
11 Feb.	"Darya Bahadore Machwa."	British India (not regis- tered).	-	-	Sailing Boat, W.	7	6	Mahamedjee	Abdurmanan	Ratnapuri	Cannanore	Ballast	S.E. 6	Kanliunad, West Coast of India.
11 Feb.	"Leonidas," 36 years.	S. Shields	-	-	Barque, W.	580	14	J. Dix	J. L. Robson, S. Shields.	N. Shields	Motril, Spain	Coal and cinders.	N.E. 6	East Goodwin Sands, off Kent.
14 Feb.	"Mahel," 25 years.	Carmarvon	-	-	Schooner, W.	140	5	G. Hughes	G. Williams, Portnadoc.	Seville	Maagan	Beans	N.N.W. 9	Near Maagan, Morocco.
16 Feb.	"Cottager," 35 years.	Port Glasgow	-	-	Trading Smack, W.	45	2	N. McNeill	D. Young, Glasgow	Anchored in Loch Sunart, Argyllshire.	Ballast	Ballast	S.E. 7	Near Salem, Loch Sunart, Argyllshire.
16 Feb.	"Waterlily," 9 years.	Not registered	-	-	Lugger, W.	15	2	R. Grose	J. Hingston & Co., Merseyside, Cornwall.	Plymouth	Fowey and Meragissey.	General	W.S.W. 5	Entrance to Fowey Harbour, Cornwall.
17 Feb.	"Ann," 46 years.	Rye	-	-	Ketch, W.	43	3	C. Sheppard	W. Reynolds, Rye	Shields	Rye	Coal	W.N.W. 3	Bob Hall's, off Wells, Norfolk.
17 Feb.	"Transit," 13 years.	Annapolis, N.S.	-	(a) B. Ver. 3/3, L. 1.1. for 6 years from 7.86. (b.) 2.88. (c.) L.L. Δ 1. (b.) 4.88.	Barque, W.	856	14	L. de L. Morton	J. Mills, Granville, N.S.	Singapore	Hong Kong	Timber, 2 passengers.	N.N.E. 5	A reef in Lat. 22° 49' N., Lon. 135° 39' E., N. Pacific.
18 Feb.	"Dallam Tower," 23 years.	Lancaster	-	(a) L.L. A. 1. in Red. (b.) 7.87. (c.) 4.88.	Ship, I.	1,464	29	J. C. Williamson	J. Forrester, Glas- gow.	Newcastle, N.S.W.	Prohologo, Java.	Coal	W. 3	Reefs S. of Cape Sloko, Java.
18 Feb.	"Racer," 23 years.	Fowey	-	-	Schooner, W.	62	5	T. S. Mably	S. Truscott, Charlestown, Cornwall.	Messina	Goole	Olive oil	N. 11	Canea, Crete, Turkey.
19 Feb.	"Choice," Age unknown.	Campbeltown	-	-	Ketch, W.	17	2	R. McKay, Campbeltown.		Ardrassan	Campbeltown	Coal	N.W. 5	Near Clachlog Point, Arran, Dutshire.
21 Feb.	"Verhena," 10 years.	Lowestoft	-	-	Fishing Dandy, W.	30	8	G. D. Utting	S. Thacker, Kes- singland, Suffolk.	Lowestoft	Plymouth	Ballast	N.N.W. 6	Goodwin Sands, off Kent.
22 Feb.	"Josie Troop," 8 years.	St. John, N.B.	-	(a) B. Ver. 3/3, L. 1.1. for 13 years from 6.81. (b.) 12.88.	Barque, W.	1,099	17	W. G. Cook	H. D. Troop, St. John, N.B.	London	Philadelphia	Chalk	N.N.W. 10	Chicomicomico, N. Carolina, U.S.A.
23 Feb.	"Southern Cross," 25 years.	Hobart Town	-	-	S.S., L.	477	29	H. C. White	The Tasmanian Steam Naviga- tion Co., Hobart Town.	Emu Bay, Tasmania.	Melbourne	Potatoes, 40 passengers.	N. —	Near Rocky Cape, Tasmania.
23 Feb.	"Edward B. Leisen- ring," 7 years.	U.S.A.	-	-	Schooner, W.	432	8	N. A. Davidson, Philadelphia.		Philadelphia	Matanzas	Coal and empty barrels.	Squally	Matanilla Reef, Bahamas.
23 Feb.	"Mirpah," 15 years.	Swansea	-	(a) L.L. 9 A. 1. cont. for 6 years. (b.) 12.88.	Barque, W.	453	11	G. Jones	J. McK Campbell, Glasgow.	Troon	Matanzas	Coal	N.E. —	Cayo Cruz, Cuba.
23 Feb.	"Margaret Hain" 23 years.	Plymouth	-	(a) L.L. 13 A. 1. cont. 4 A. 1. cont. 8 A. 1. (b.) 3.86.	Brigantine, W.	170	7	F. Richards	E. Hain, St. Ives, Cornwall.	San Feliu de Guixols, Spain.	Ballast	Ballast	W.S.W. 10	Saffi Bay, Morocco.
27 Feb.	"Port Gordon," 7 years.	Glasgow	-	(a) L.L. 100 A. 1. (b.) 8.87.	Barque, L.	1,098	23	W. Gibb	E. J. Rowat, Glasgow.	Ardrassan	Puget Sound	General	S.E. 7	5 miles S. of Destruction Island, Washington Terri- tory, U.S.A.
28 Feb.	"Nellie," 16 years.	Guernsey	-	(a) L.L. 12 A. 1. cont. for 8 years. (b.) 4.88.	Ketch, W.	80	4	J. W. Love	D. Cooper, St. Helier's Jersey.	Plymouth	Pont Antemer, France.	Pipeclay, 1 passenger.	E. 2	Month of River Risle, France.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 28 Feb.	"Northern Belle" 12 years.	Banff.	-	-	214	16	W. Spence	W. Whyte, Gar- mouth.	Cairo, Queensland, to the South Sea Islands on a labour cruise.	Saddle Island, Banks Group, New Hebrides.	Ballast, 50 natives.	20 (4 crew and 16 natives).	N.N.W. 12	
28 Feb.	"Regina" Age unknown.	Bathurst, R.G.	-	-	31	7	W. Hamilton	J. Topp, Bathurst, R. G.	Fourciah River, W.C.A.	Dubrica Bar, West Coast of Africa.	Ballast, 1 passenger.	-	W.N.W. 5	
3 Mar.	"Jane Owen" 29 years.	Carnarvon	-	-	73	4	R. Jenkins	Aberdovey.	Aberdovey - Plymouth	Dunstan Rock, Scilly Isles.	Slates	-	S.W. 8	
4 Mar.	"Standard" 25 years.	Sunderland	-	-	99	5	W. Elliott	C. Wilkinson, Sunderland.	Sunderland - Cronarty	Coal	-	-	S.E. 6	About 1 mile S. of Cairnbulg Briggs, Aberdeenshire.
4 Mar.	"Viking" 10 years.	Glasgow	(a.) Ll. 90 A.1. (b.) 3.83.	S.S., I.	137	10	J. Francis	J. Service, London	Laxey, Isle of Man.	Laxey, Isle of Man.	Blende ore	-	S.E. 8	
5 Mar.	"Alice Roper" Age unknown.	Not registered	-	-	7	3	J. Robinson	W. Walker, Mary- port.	Maryport, for fishing.	Ballast	-	-	S.E. 7	Near St. Bees Head, Cumber- land.
5 Mar.	"P. P." 11 years.	Lowestoft	-	-	198	6	J. G. Roope	J. S. Sterry, Lowest- oft.	Seaham	Lowestoft	Coal	-	S.W. by W. 4	Near Skinninggrove, Yorkshire.
6 Mar.	"Fancy" 26 years.	Portsmouth	-	-	23	2	W. Shea	C. O'Connell, Port- magee, co. Kerry.	Portmagee, co. Kerry.	Ballast	-	-	S. 6	Garinish Island, co. Cork.
6 Mar.	"Sappho" 11 years.	Charlottetown, P.E.I.	-	-	559	10	J. Irving	D. Gordon, George- town, F.I.I.	Buenos Ayres	Barbados	Ballast	-	E.S.E. 4	Off Ragged Rocks, Barbados.
6 Mar.	"Vindex" 9 years.	Nassau, N.P.	-	-	510	12	-	E. C. Adlerley, Nassau, N.P.	Galveston	New York	Timber and bark.	-	W. by N. -	Near Memory Rock, Bahamas.
7 Mar.	"Evangeline" 11 years.	Weymouth, N.S.	-	-	35	6	L. Le Blanc	W. S. Melancon, Church Point, N.S.	Port Acadie, N.S.	Barbados	Lumber and potatoes.	-	E.N.E. 7	Near Bass Harbor Head Light, U.S.A.
7 Mar.	"William Maskill" 31 years.	Goole	-	-	64	4	H. Hastings	J. T. Chester, Goole.	Jersey	Southampton	Coal tar and gravel.	-	S.E. 7	Old Harry Ledge, Dorsetshire.
8 Mar.	"Times" 5 years.	Not registered	-	-	10	3	F. T. Painter	Boston Fruit Co., Port Antonio, Jamaica.	Manchinea, Jamaica.	Port Morant, Jamaica.	Cocanuts, 1 passenger.	-	N.W. 4	Near Rocky Point, Jamaica.
8 Mar.	"Vera" 8 years.	Hull	(a.) Ll. 100 A.1. (b.) 1.89.	S.S., I.	1,292	25	J. Campbell	W. S. Bailey, Hull	Venice and Fiume.	London and Grimstey.	General, 8 passengers, stowaways.	-	S.W. 5	Near Langton, Dorsetshire.
9 Mar.	"Beagle" 15 years.	Hull	-	-	261	8	G. B. Sawyer	The Hull Ice Co., Limb, Hull.	Hull	Laurvig	Ballast	-	Calm	Einarsholmen, Norway.
10 Mar.	"Crimoline" 27 years.	Maryborough, Queensland.	-	-	63	About 5	-	A. H. Wilson, Maryborough, Queensland.	Port Mackay, Queensland.	Port Newry, Queensland.	Ballast	-	-	Port Bowen, Queensland.
14 Mar.	"Glenor" 14 years.	Fowey	-	-	42	3	W. Ivey	F. Bray, Padstow	Newquay, Cornwall.	Swansea	Barley, 1 passenger.	-	N.N.E. 2	Towan Head, Cornwall.
14 Mar.	"San Antonio" 4 years.	Gibraltar	-	-	7	4	J. Tosso	J. Bonitar, Gib- raltar.	Gibraltar	Tetuan, Morocco.	Petroleum and iron.	-	- 10	Near mouth of River Marteen, Morocco.

Table 1.—*cont.*R 3

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 2 Apr.	"Trader," 19 years.	Melbourne	-	Schooner, W.	46	4	G. Station	W. F. Walker, Melbourne.	Melbourne	Lorne, Victoria.	General	-	-	Lorne Bay, Victoria.
4 Apr.	"Clansman," 10 years.	Auckland, N.Z.	-	Brigantine, W.	157	7	H. Mathieson	W. S. Laurie, Auckland, N.Z.	Newcastle, N.S.W.	Poverty Bay, N.Z.	Coal	-	Squally	Poverty Bay, New Zealand.
6 Apr.	"Percy," 34 years.	Liverpool	-	Smack, W.	56	4	J. Plumptre	J. C. Bideaway, Senkey Bridge, Lancashire.	Mostyn	Valley near Holyhead.	Chemical manure.	-	E. 6	Harry Furlong's Rocks, Anglesea.
7 Apr.	"Rachel," 25 years.	Sydney, N.S.W.	-	Barque, W.	282	11	R. Frith	Sydney, N.S.W.	Fremantle, W.A.	Warrnambool, Victoria.	Timber	-	S.S.E. 11	Warrnambool, Victoria.
8 Apr.	"Schmuel," 24 years.	Norway	-	Barque, W.	325	9	M. Olsen	A. C. Hein & Co., Arendal, Norway.	Arendal	Truro	Timber, 1 passenger.	-	E.S.E. 4	Hushorough Sand, off Norfolk.
10 Apr.	"Albion," 20 years.	Glasgow	(a.) Ll. A. 1. (b.) 2.88.	S.S., I.	277	15	W. Drever	T. Macgill, Glasgow.	Drontheim	London	Wood pulp	-	N.E. 3	Gunfleet Sand, off Essex.
12 Apr.	"Richard," Age unknown.	Cardiff	-	Smack, W.	26	2	R. Bydler	Mumbles, Glamorganshire.	Swansea	— (Glamorganshire).	Pit wood	-	S.E. 5	Three Cliff Bay, Glamorganshire.
15 Apr.	"Cotopaxi," 16 years.	Liverpool	-	S.S., I.	2,602	98	H. W. Hayes	The Pacific Steam Navigation Co., Liverpool.	Liverpool	Valparaiso	General, 100 passengers.	-	N. 5.	Smyth Channel, Chili.
18 Apr.	"Islay," 50 years.	Belast	-	Schooner, W.	40	2	H. Adair	Portaferry, co. Down.	Newquay	Chester	Ballast	-	S. 1.	Bardsey Sound, Carnarvonshire.
20 Apr.	"William Leavitt," 26 years.	Not registered (formerly registered at Liverpool).	-	Barque, W.	1,784	6	-	H. J. Vasey & Co., Newcastle-on-Tyne.	Maryport (in tow)	Greenock	Timber, 1 passenger (owners' representative).	-	S.W. 8	Barnhourie Bank, Solway Firth.
21 Apr.	"Lady Cathcart," 7 years.	Aberdeen	(a.) Ll. 100 A. 1. (b.) 10.88.	S.S., I.	402	13	A. Ross	The Aberdeen Lime Co., Aberdeen.	Kennet Pass	Aberdeen	Coal	-	S.S.E. 5	Johnshaven, Kincairdineshire.
12 Apr.	"Alice Louise," 5 years.	Barrington, N.S.	-	Fishing Schooner, W.	94	16	J. H. Dixon	A. McGray, Cape Island, N.S.	Halifax, N.S.	Fortune Bay, N.F.L.	Salt and codfish.	-	S.W. 1	Otter Point, Fortune Bay, Newfoundland.
23 Apr.	"Altmore," 2 years.	Glasgow	(a.) Ll. 100 A. 1. (b.) 10.88.	Barque, Steel.	1,716	23	W. G. Weeks	B. Thom, Glasgow.	Sydney, N.S.W.	San Francisco.	Coal, 6 passengers.	1 (over).	S.E. 2	Viwa Reef, Fiji.
23 Apr.	"Drumsyne," Age unknown.	Not registered	-	S.S., I.	20	3	T. McComb	P. B. Wilson, Glasgow.	Glasgow	Mull of Cantire Light-house.	Coal and coke.	-	S. 6	Carskey, 12 miles S. of Campbeltown, Argyllshire.
24 Apr.	"Zella," 10 years.	Quebec	-	Schooner, W.	126	7	P. Bowin	E. J. Price, Quebec.	Sydney, C.B.	St. Pierre, Miquelon.	Coal	-	- 10	Bertrand Rock, near St. Pierre, Miquelon.
25 Apr.	"Ontario," 16 years.	Fowey	-	Brigantine, W.	129	6	W. Willcock	S. Shade, Portuan, Cornwall.	Shields	Fowey	Ballast, 2 passengers.	-	N. 5	Pear Tree Rocks, near Start Point, Devonshire.
- Apr.	"Janette T. Hibbard," 10 years.	Parsboro', N.S.	-	Schooner, W.	146	About 6	-	J. Landels, River Herbert, N.S.	Alma	Waterside, N.B., to complete loading.	Piling	-	-	Waterside, New Brunswick.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether for or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 29 May	"St. Louis" - 10 years.	France	-	Dandy, W.	59	5	L. Chevalier, Lannion, France.	J. J. Berry, Cape Town.	London	Fécamp	Cement	-	S.W. 5	½ mile E. of Dungeness Light-house, Kent.
30 May	"Namagua" - 17 years.	Cape Town	-	S.S., I.	116	15	H. J. Hanson	J. J. Berry, Cape Town.	Cape Town	Port Nolloth	General, 9 passengers.	-	-	Port Nolloth, Cape Colony.
2 June	"Express" - 14 years.	Banff	-	Schooner, W.	98	5	J. Maxwell	J. Suberland, Fraserburgh.	Balta Sound, Shetland Isles.	Fraserburgh	Ballast	-	S.E. 4	Hunie Island, Shetland Isles.
2 June	"Mitai" - 4 years.	Wellington, N.Z.	-	S.S., I.	163	21	W. D. Dawson	The Union S.S. Co. of New Zealand, Lim., Dunedin, N.Z.	Wellington, N.Z.	Auckland, N.Z.	General, 7 passengers.	2 (crew).	Squally	Near Red Mercury Island, New Zealand.
3 June	"Bessie Morris" - 9 years.	Liverpool	(a.) Ll. 100 A.I. (b.) 5.89.	S.S., I.	1,120	21	W. Ward	The S.S. "Bessie Morris" Co., Lim., Liverpool.	Montreal	Sydney, C.B.	Ballast, 1 passenger.	-	Variable 2	Burnt Head, Cape Breton.
4 June	"Cecily" - 12 years.	Quebec	-	Schooner, W.	64	5	-	A. Gagnon, Quebec.	Loading at Pentecost, Gulf of St. Lawrence.	Pentecost, Gulf of St. Lawrence.	Deal boards	-	S.E. 11	Pentecost, Gulf of St. Lawrence, Canada.
8 June	"Queen of Nations" - 26 years.	Greenock	-	Brig, W.	1,462	22	E. Pohlentz	J. S. Brown & Co., Glasgow.	Colonbo	New York	Oil, plumbago, and coal.	-	S.W. 9	East, London Roads, Cape Colony.
8 June	"St. Pierre" - 12 years.	France	-	Ketch, W.	53	4	A. Levallois	F. Hantin, Boulogne.	Boulogne	St. Brieux	Phosphate	-	N.N.E. 4	About 2 miles S. of St. Martin's Point, Guernsey.
10 June	"Ecuador" - 14 years.	Yarmouth, N.S.	-	Barque, W.	1,050	16	H. Hughes	T. Killam, Yarmouth, N.S.	Buenos Ayres	Barbados	Ballast	1	S.E. 11	Mouth of River Chuy, Brazil.
10 June	"Elizabeth" - 42 years.	Bideford	-	Brigantine, W.	122	5	W. Jewitt	W. Jewitt, Southampton.	Seaham	Poole	Coal	-	E.N.E. 9	Hasborough Sand, off Norfolk.
10 June	"Wavelet" - Age unknown.	Not registered	-	Yacht (Yawl), W.	3	4	-	-	Liverpool	Beaumaris	Ballast	-	N.E. 5	Dutchman's Bank, Menai Strait.
12 June	"Pomona" - 11 years.	London	(a.) Ll. 100 A.I. (b.) 1.88.	S.S., I.	171	14	J. Legoe	J. E. Kerr, Montego Bay, Jamaica.	New York	St. Ann's Bay, Jamaica.	General	-	W. 9	5 miles W. of Baracoa, Cuba.
14 June	"Wild Rose" - 26 years.	Carnarvon	(a.) Ll. A.I. in Red. (b.) 4.89.	Brig, W.	263	9	J. Jones	W. Jones, Portmadoc.	Liverpool	Para	Salt	-	E. -	Braganza, Brazil.
18 June	"St. Mark" - 11 years.	Hull	(a.) Ll. 100 A.I. (b.) 5.89.	S.S., I.	1,068	23	C. W. Smith	H. Briggs, Hull	Cardorfo, Sardinia.	Antwerp	Zinc ore	-	N.N.W. 2	Meirido Reef, near Cape Finisterre, Spain.
20 June	"Emile" - 40 years.	France	-	Brig, W.	151	7	A. Littré, St. Pierre, Miquelon.	-	St. Pierre, Miquelon.	Shediac, N.B.	Ballast	-	S. 1	Amherst Island, Magdalen Islands, Canada.
21 June	"Borghild" - 17 years.	Norway	-	Barque, W.	589	12	O. Olsen	C. Holter & Co., Sarpsborg, Norway.	Miramichi, N.B.	Whitehaven	Deals	-	W. 2	Magdalen Islands, Canada.
- June	"James Dwyer" - 14 years.	Halifax, N.S.	-	Schooner, W.	99	5	W. F. Gilchrist, Moser's River, N.S.	-	Halifax, N.S.	Grand Narrows, C.B.	Wooden posts.	-	Calm	Near Cape Rosier, Canada.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(8) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of vessel, and whether iron or wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 11 June	"Onno" 4 years.	Liverpool	(a) Ll. 90 A 1. (b.) 6.85.	S.S., Steel	227	About 10	-	W. Holland, Liverpool.	-	-	Railway materials.	Barque "Tongoy," of Dublin.	-	-	Buenos Ayres, Argentine Republic.
10 July	"Frolic" 24 years.	Barnstaple	-	Smack, W.	44	3	C. Balsden	J. Butler, Fremington, Devonshire, N.B.	Lydney, Gloucestershire.	Barnstaple	Coal	S.S. "Velindra," of Swansea.	-	N.W. 4	About 5 miles W. of Lynmouth, Devonshire.
11 July	"C. E. Robinson" 12 years.	St. John, N.B.	(a) B. Ver. 3/3 A. 1.1. for 6 years from 10.87. (b.) 10.87.	Barque, W.	530	About 12	W. C. Breen	F. E. Saxby, St. John, N.B.	Wilmington, Delaware.	Ensenada, Argentine Republic.	Car materials.	U.S.A. schooner "Tobaca M. Walls."	-	S.W. 6	Joe Flogger Shoal, Delaware Bay, U.S.A.
12 July	"Louisa III." 9 years.	Singapore	-	S.S., W.	112	30	- Leslie	Tan Chiang, Malacca.	Malacca	Singapore	General, about 90 passengers.	French transport "Bien Hoa."	2 (passngs.)	Calm	20 miles N.W. by W. of Puerto Pesing Light, Straits of Malacca, North Atlantic.
13 July	"Arrow" 12 years.	Supposed St. John's, N.L.	-	Fishing Schooner, W.	About 80	Say 6	-	-	-	-	Unknown.	Barque "I. W. Oliver," of Liverpool.	-	-	Off Cape Moreton, Queensland, South Pacific.
13 July	"Spunkie" 24 years.	Sydney, N.S.W.	-	Schooner, W.	132	7	L. Smith	H. Beattie, Belmain, Sydney, N.S.W.	Sydney, N.S.W.	Rockhampton, Queensland.	General	S.S. "Empire," of N.S.W.	-	W. by N. 6	Off Cape Moreton, Queensland, South Pacific.
16 July	"Toronto" 16 years.	Sunderland	(a) Liv. A 1.1. in Red. (b.) 5.88.	S.S., I.	689	17	J. Souter	J. H. W. Culliford, Sunderland, land.	Bilbao	Stockton	Iron ore	Schooner "Loftus," of Newcastle-on-Tyne.	-	E.N.E. 1	7 miles S.E. by E. of Hartlepool Light, Durham.
17 July	"Euphemia" 12 years.	Not registered	-	Fishing Boat, W.	3	3	A. McKillop	Loch Ranza, Arran.	Loch Ranza	for fishing.	Ballast	S.S. "St. Kilda," of Barrow.	2	Calm	Off Skate Island, Loch Fyne, Argyllshire.
17 July	"Thomas & Mary" 14 years.	Not registered	-	Lugger, W.	4	3	J. H. Elger	St. Anthony, Cornwall.	Falmouth	for fishing.	Ballast	Ketch "Katie," of Falmouth.	-	N.W. 4	About 4 miles S.E. of St. Anthony's Light-house, Cornwall.
18 July	"Nellie Crosby" 14 years.	Yarmouth, N.S.	(a) B. Ver. 3/3 A. 1.1. for 6 years from 11.83. (b.) 7.87.	Brigantine, W.	440	10	W. R. McKinnon	B. Davis, Yarmouth, N.S.	Buenos Ayres.	Barbados	Ballast	S.S. "Zarate," of London.	-	N.W. 6	Lat. 2° 45' S., Lon. 40° 48' W., S. Atlantic.
24 July	"Laura Brown" 8 years.	Parsboro', N.S.	-	Schooner, W.	94	5	C. McDade	J. W. Smith, St. John, N.B.	St. Martin's, N.B.	Stonington, Connecticut.	Lumber	U.S.A. schooner "Alfred Braintree," of New York.	-	S.W. 3	Off Pollock Rip Light, Atlantic.
25 July	"Alexandra" 6 years.	Not registered	-	Yawl, W.	6	2	H. Latter	- Cargill, Shoreham.	Shoreham	for fishing.	Ballast	Unregistered fishing yawl "Isabel," of Shoreham.	-	S.W. 5	Off Lancing, Sussex.
2 Aug.	"Sirian Star" 24 years.	Belfast	-	Barque, W.	557	13	A. Morrison	J. S. Wright, Belfast.	Cardiff	Banana, River Congo.	Coal	A Norwegian vessel, name unknown.	-	-	Banana, River Congo, W. Coast of Africa.
2 Aug.	"Spirit" 21 years.	Not registered	-	Cutter, W.	About 5	2	S. Bond	Devonport.	Stonchouse	for fishing.	Ballast	A schooner, name unknown.	-	W. 4	3½ miles S. of Plymouth Breakwater, Devonshire.
6 Aug.	"Cambrin" 21 years.	Liverpool	(a) Ll. *A 1. (b) 2.87.	Barque, I.	620	16	C. D. Armstrong	J. B. Walmsley, Liverpool.	Newcastle-on-Tyne.	Valparaiso	Coal	French barque, "Etoile du Sud."	14	N. 11	Valparaiso Bay, Chili.
8 Aug.	"Glentil" 13 years.	Dundee	(a) Ll. 100 A 1. (b.) 4.88.	Barque, I.	784	16	W. H. Lawrence	W. O. Taylor and Co., Dundee.	The Tyne	Valparaiso	Coal	French barque, "Etoile du Sud," and Chilean barque "Valparaíso."	-	N. 11	Valparaiso Bay, Chili.
8 Aug.	"Portland" 12 years.	Annapolis, N.S.	-	Schooner, W.	69	4	J. H. Morris	Lakeville, N.S.	Boston, Mass.	Parsboro', N.S.	Flour and coal.	U.S.A. S.S. "Eleadora," of New York.	-	S.E. 4	About 16 miles off Boone Island, U.S.A., North Atlantic.
12 Aug.	"Bosphorus" 5 years.	Newcastle-on-Tyne.	(a) Ll. 100 A 1. (b.) 6.88.	S.S., I.	1,630	28	A. R. Smith	J. Hall, Newcastle-on-Tyne.	Alexandria.	London	Grain and cottonseed, 1 passenger.	Barque, "Abbey Town," of Liverpool.	-	S.S.W. 5	25 miles S.S.W. of the Eddystone, English Channel.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 12 Aug.	"Brownrigg" 4 years.	-	(a.) Ll. 100 A 1. (b.) 6.87.	Ship, I.	2,279	27	H. Williamson	J. Houston, Liverpool.	Hull	Cardif	Ballast, 6 passengers.	S.S. "Etna," of Liverpool.	-	S.W. 4	Between the Hasborough Light, off Norfolk.
16 Aug.	"Success" 16 years.	-	-	Dandy, W.	64	5	G. Garrod	A. J. Beeson, Grimsby.	Grimsby	for fishing.	Ballast	Fishing dandy "Merry Lass," of Grimsby.	-	N. 4.	About 65 miles E.N.E. of Spurn Point, North Sea.
18 Aug.	"Victory" 10 years.	-	-	Pilot Lugger, W.	1	2	H. R. Gilm, Devonshire.	Turnchapel, Devonshire.	Plymouth	seeking.	Ballast	S.S. "Sir Francis Drake," of Plymouth.	-	Calm	Off Plymouth Breakwater, Devonshire.
22 Aug.	"Clyde" 6 years.	-	-	Dandy, W.	60	6	G. Pride	G. S. King, Gloucester.	Gt. Yarmouth	for fishing.	Ballast	Fishing dandy "Fidelity," of London.	-	N.W. 3	Swarte Bank, North Sea.
30 Aug.	"Eugenie" 25 years.	-	-	Schooner, W.	127	5	P. Higgins	J. Ashcroft, Barrow.	Waterford	Glasgow	Old iron	Ship "Herc," of London.	2	N.N.W. 5	Between the Lucifer and Blackwater ships, Irish Sea.
31 Aug.	"Snarebrook" 9 years.	-	(a.) Ll. 100 A 1. (b.) 5.88.	S.S., I.	1,116	21	R. Turner	J. Foster, Whitby.	Sebastopol	Amsterdam	Rye	S.S. "Cairo," of Whitby.	-	E. 4	4 miles E. of Tarifa, Straits of Gibraltar.
1 Sept.	"Castle Green" 40 years.	-	-	Schooner, W.	47	3	N. Sinclair	W. W. Mutter, Glasgow.	Irvine	Bowmore	Coal	S.S. "Memling," of Liverpool.	1	S.S.W. 1	Near Pladda Light, Firth of Clyde.
1 Sept.	"Hughenden" 7 years.	-	(a.) Ll. 100 A 1. (b.) 5.88.	S.S., I.	1,153	21	D. Bews	The Hudson Shipping Co., Ltd., W. Hartlepool.	Newport, Mon.	Savona	Steel ends	Spanish S.S. "Ysaazabel," of London.	5	N.E. 1	36 miles S.E. ½ S. of Cape Sagres, off Portugal, N. Atlantic.
2 Sept.	Unknown 26 years.	-	-	Lateen, W.	15	8	Lalla Kessoo	Surat.	Surat	Bombay	General	S.S. "Pembra," of Glasgow.	-	W. by N. 2	Inside the Sunk Rock Lighthouse, Bombay.
5 Sept.	"Lady Flora" 16 years.	-	-	Ketch, W.	39	4	S. Halsey	W. Grant, Ramsgate.	Ramsgate	for fishing.	Ballast	S.S. "Merthyr," of London.	-	S.W. 3	Off Lowestoft, Suffolk.
8 Sept.	"Earl Wenys" 4 years.	-	(a.) Ll. 100 A 1. (b.) 11.85.	Ship, I.	1,411	24	W. D. Colquhoun	A. McAllister, London.	San Francisco.	Queenstown for orders.	Wheat, 4 passengers.	Ship "Arden," of Glasgow.	16 (12 crew, and 4 passengers).	S.E. 5	Lat. 2° S., Lon. 27° W., S. Atlantic.
9 Sept.	"John Bright" 21 years.	-	-	Dandy, W.	77	5	A. Walker	Grimsby.	Grimsby	for fishing.	Ballast	Fishing dandy, "Kittiwake," of Grimsby.	-	N.E. 4	About 150 miles E.N.E. of Spurn Point, North Sea.
10 Sept.	"Ellen Duth" 10 years.	-	(a.) Ll. 100 A 1. (b.) 12.87.	S.S., I.	83	8	M. N. James	W. H. Sollas, London.	Calais	London	Clover, 1 passenger.	S.S. "Anne," of Liverpool.	-	W.N.W. 2	Thames Estuary, Channel.
15 Sept.	"Earl Percy" 23 years.	-	-	S.S., I.	603	18	W. Davison	The Tyne S.S. Co., Limited, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Rotterdam	General, 7 passengers.	S.S. "Wear," of Sunderland.	-	S. 1	Off Whitby, Yorkshire.
21 Sept.	"Haswell" 27 years.	-	(a.) Ll. A 1. (b.) 4.88.	S.S., I.	454	17	T. Hedley	J. Fenwick & Son, London.	Sunderland	London	Coal, 2 passengers.	S.S. "Vindomora," of London.	-	S.S.E. 1	About 4 miles off Whitby, Yorkshire.
22 Sept.	"Hastings" 23 years.	-	(a.) Ll. A 1. (b.) 7.88.	S.S., I.	473	16	R. N. Whinop	J. O. Scott, Newcastle-on-Tyne.	Lowestoft	Blyth	Ballast, 9 passengers.	S.S. "Clandius," of London.	-	N.N.E. 1	About 12 miles S.E. of the Dudgeon Light-ship, off Lincolnshire.
12 Oct.	Hopper Barge No. 19 27 years.	-	-	Hopper, W.	95	1	W. Blachford	The River Wear Commissioners, Sunderland.	Sunderland	The North Sea.	Mud and sand.	S.S. "Holmrook," on-Tyne.	-	W. 6	2 miles E. of the entrance to the River Wear, Durham.
13 Oct.	"Anne" 11 years.	-	-	Ketch, W.	59	3	R. Chapman	C. B. Kelway, Falmouth.	Charlestown, Cornwall.	Runcorn	China clay	Schooner "Harvest Maid," of Preston.	-	N. by E. 6	About 6 miles N.W. of Carnarvon Bay Light-ship.
19 Oct.	"Neptune" 28 years.	-	-	S.S., I.	271	14	J. McKay	P. Hutchison, Glasgow.	Stettin	Grenock	Sugar and straw, 1 slowaway.	Russian S.S. "Arclungel," of London.	-	W.S.W. 4	15 miles W. by N. of Lyster Light, North Sea.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether of Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 13 Dec.	"Lincoln" — 8 years.	Norway	-	Brigantine, W.	163	7	H. Svensen	P. Wright, Christiana.	Greenock	Christiana-	Coal -	S.S. "Douglas," of Glasgow.	-	S. by E.	10 miles E.N.E. of Ailsa Craig, Firth of Clyde.
16 Dec.	"Gazelle" — 25 years.	Colchester	-	Smack, W.	16	4	W. Barker	Burnham, Essex.	Burnham, Essex, for fishing.	Ballast	Ballast	S.S. "Duke," of Stockton.	-	N.W. 2	Near the W. Maplin Spit Buoy, off Essex.
17 Dec.	"W. H. Green" — 3 years.	Norway	-	Schooner, W.	330	9	Kverndal	C. Wolden and Tvede- strand, Nor- way.	Hamburg	St. Catharina, Brazil.	General	S.S. "Dovlaids" of Cardiff.	-	W. 4	About 10 miles E.N.E. of the Varne Light- ship, of Kent.
19 Dec.	"Astrucens" — 22 years.	St. John, N.B.	-	Ship, W.	1,193	20	J. Richards	D. V. Roberts, St. John, N.B.	Philadelphia	Havre	Petroleum	German "Borussia," S.S.	-	S.S.W. 5	14 miles N. of Cher- bourg, France, English Channel.
19 Dec.	"Fidelity" — 7 years.	London	-	Ketch, W.	57	6	W. Brown	Hewitt and Co., Lim., London.	Gt. Yarmouth	for fishing.	Ballast	S.S. "Walesley," of London.	-	S.W. 4	About 50 miles E. of the Sea, Dagger Bank, North Sea.
20 Dec.	"William K. Chap- man" — 10 years.	Dorchester, N.B.	-	Barque, W.	1,077	17	J. G. Smith	W. Hickman, Dorchester, N.B.	Hamburg	New York	General, passengers.	S.S. "Bedford," of Glasgow.	-	W. by N.	About 20 miles E. by S. of the N. Fore- land, North Sea.
1889. 3 Jan.	"Harry" — 21 years.	Grimsby	-	Dandy, W.	63	5	C. Hawes	G. E. Allington, Grimsby.	Grimsby	for fishing.	Ballast	S.S. "Battle Isle," of Glasgow.	-	W.N.W. 3	Near Spurn Lighthouse, Entrance to River Humber.
5 Jan.	"Kenley" — 12 years.	London	-	S.S., L.	421	15	J. Udall	F. D. Lambeth, London.	Seaham	London	Coal -	S.S. "Pione," of Sunderland.	-	Calm	About 24 miles S. of Lowestoft, Suffolk.
5 Jan.	"Sappho" — 21 years.	Grimsby	-	Dandy, W.	60	5	J. Bush	J. Guzewell, Cleethorpes.	Grimsby	for fishing.	Ballast	S.S. "Glenavon," of Newcastle-on- Tyne.	-	W.S.W. 1	About 24 miles N.E. of Spurn Point, York- shire.
6 Jan.	"Holmside" — 18 years.	London	-	S.S., L.	515	16	J. Davison	A. P. Harrison, Newcastle-on- Tyne.	Newcastle- on-Tyne.	London	Coal, 3 pas- sengers.	S.S. "Braemar," of Aberdeen.	-	W.N.W. 1	About 3 miles off Has- borough, Norfolk.
7 Jan.	"Dewdrop" — 22 years.	Ipswich	-	Spritsail Barge, W.	24	2	E. Pay	W. Bell, Ipswich	Rochester	Colchester	Oil cake	S.S. "Dundee," of Dundee.	-	W. 2	Near the Swin Middle Lightship, Thames Estuary.
12 Jan.	"Alectry" — 9 years.	London	-	Ketch, W.	59	6	C. Payne	A. Farrington, Gorleston.	Gt. Yarmouth	for fishing.	Ballast	Fishing, dandy "Jessica," of Gorleston.	-	S.E. by E. 6.	Cley Deep, North Sea.
13 Jan.	"Pyah Pekhet" — 14 years.	Penang	-	S.S., L.	195	36	G. Angus	P. Holt, Liver- pool.	Klang	Malacca and Singapore.	Tin, 50 pas- sengers.	S.S. "Chow Phyn," of Penang.	-	-	Klang Strait, Malaysia.
16 Jan.	"Maglona" — 18 years.	Newcastle-on- Tyne.	-	S.S., L.	439	16	W. Slater	S. J. Ditchfield, Seaham.	Seaham	London	Coal -	S.S. "Bruges," of Sunderland.	-	S.S.W. 1	3 miles S.E. of the Dred- geon, of Lincolnshire.
17 Jan.	"Romulus" — 15 years.	underland	-	S.S., L.	922	21	J. A. Peterson	J. H. W. Collis, ford, Sunder- land.	Sunderland	Leghorn	Coal, coke, bricks, and patent fuel.	French S.S. "Bel- grano."	1	Calm	3 miles S.S.E. of Dover Pier Light, Kent.
19 Jan.	"Donbichakine" — 13 years.	Liverpool	-	Ship, L.	1,347	17	T. Atkinson	Hughes and Co., Meaur Bridge.	Dunkirk	Cardiff	Ballast	S.S. "Duke" of Buckingham.	2	W. 4	5 miles S.W. by S. of the South Fore- land, Kent.
23 Jan.	"Glenora" — 4 years.	Dundee	-	Barque, Steel	1,220	23	R. W. James	W. O. Taylor and Co., Dun- de.	Hamburg	Melbourne	General	German "Ludwig," Potsdam.	-	W.N.W. 2	Near Cuthaven, Ger- many.
24 Jan.	"Vestalanden" — 32 years.	Norway	-	Schooner, W.	134	6	C. Gramm	J. Hansen, Tonsberg.	Porsgrund	Middlesbro'	Pitt props	Bar "Zollette," of N. Shields.	-	W. 4	About 6 miles off Scar- borough, Yorkshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons. Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1889, 30 April	"Jessie" 8 years.	Not registered	-	Snack, W.	4	2	R. A. Fleming, Fleetwood.	Fleetwood, for fishing.	Ballast	-	Unregistered fishing smack "Water Lily," of Fleetwood.	-	E.S.E. 4	Near No. 1 buoy, Morecambe Bay.
5 May	"Arrow" 22 years.	Grimsby	-	Dandy, W.	16	5	T. Reed - J. W. Haylock, Grimsby.	Grimsby, for fishing.	Ballast	-	Fishing smack "George Stanley," of Grimsby.	-	E. 4	About 140 miles N.E. by E. of Spurn Point, North Sea.
5 May	"Jasper" 19 years.	Gt. Yarmouth	-	Dandy, W.	63	6	W. Taylor - H. J. Saxon Gt. Yarmouth.	Gt. Yarmouth, for fishing.	Ballast	-	Norwegian, S.S. "Talahot."	-	E. 1	About 4 miles S. by W. of Smith's Knoll Lighthouse, off Norfolk.
6 May	"Ten Brothers" 29 years.	Maldon	-	Ketch, W.	122	5	R. Ryder - J. Smith, Burnham, Essex.	Seaham - London	Coal	-	S.S. "Northumbria," of London.	-	N.N.W. 2	About 10 miles S.E. of Burnham Head, Yorkshire.
7 May	"John Williamson" 18 years.	S. Shields	(a.) Ll. 90 A 1. (b.) 2.89.	S.S., I.	808	20	J. Taylor - M. Gay, S. Shields.	The Tyne - Malaga	Coal & coke, 1 passenger.	-	French S.S. "Martinique."	-	N. 2	12 miles S. of Espichel Lighthouse, Portugal, North Atlantic.
10 May	"Marchioness" of London 21 years.	Sunderland	(a.) Ll. 90 A 1. (b.) 4.89.	S.S., I.	422	14	J. Allen - The Marquis of Londonderry, Seaham Hall, Durham.	Sunderland	Coal	-	S.S. "Forth," of Middlesbrough.	-	S.E. 1	About 6 miles off Sandhead, Yorkshire.
20 May	"German Emperor" 17 years.	London	(a.) Liv. A 1.1. in Red. (b.) 5.88.	S.S., I.	587	16	J. Laver - J. S. Barwick, Sunderland.	Bilbao - Borrowstoness.	Iron ore, 8 passengers.	-	S.S. "Beresford" of W. Hartlepool.	9 (3 crew & 1 passenger)	S. 1	About 14 miles outside the E. Goodwin Lighthouse, off Kent.
25 May	"Nesta" 7 years.	Liverpool	(a.) Liv. A 1* 1. in Red. (b.) 4.88.	S.S., I.	955	22	W. Mathews - D. Richards, Liverpool.	Nicolaieff - Genoa	Wheat	-	H.M.S. "Surprise"	1	S.E. 5	About 60 miles E. by S. of Cape Spartivento, Mediterranean.
26 May	"Neptune" 25 years.	Hull	-	Pilot Schooner, W.	53	13	W. Shay - Mrs. Ayre, Grimsby.	Grimsby - Pilot Station, entrance to R. Humber.	Ballast	-	S.S. "Isle of Iona," of Newcastle-on-Tyne.	-	N.N.E. 1	9 miles N.W. of Spurn Point, Yorkshire.
26 May	"Newnham Trader" 24 years.	Gloucester	-	Ketch, W.	75	4	S. Carter, Saul, Gloucestershire.	Sharpness, Gloucester - Cornwall.	Coal	-	Norwegian barquentine "Harold."	-	S.W. 1	Near the Nash Light, Glamorganshire.
28 May	"Corvena" 20 years.	Carnarvon	(a.) Ll. 12 A 1. (b.) 12.88.	Brig, W.	192	7	O. Owens - E. Roberts, Portmadoc.	Harburg - Slates	Slates	-	German S.S. "Baumwall."	-	W. by S. 4	About 23 miles S.W. of Dungeness, Kent.
1 June	No name 1 year.	Not registered	-	Foy Boat, W.	1	2	W. Craig, N. Shields.	The Tyne, seeking.	Ballast	-	S.S. "Canite," of Newcastle-on-Tyne.	1	S.E. 5	4 miles S.E. of Souter Point, Durham.
4 June	"Friends" 3 years.	Not registered	-	Snack, W.	2	2	H. Frost, Christchurch, Hanis.	Christchurch, Hanis, for fishing.	Ballast	-	S.S. "Brodick Castle," of Poole.	-	S.W. 4	2 miles W. of Christchurch Ledge, Hampshire.
10 June	"Elsie Marianne" 31 years.	Not registered	-	Lugsail, W.	1	2	D. Aenckens, Heligoland.	Engaged in selling produce to vessels at Heligoland.	Lobsters, &c.	-	German S.S. "Friese."	-	N.N.E. 4	Near Heligoland Pier.
11 June	"Harold" 18 years.	Newcastle-on-Tyne.	(a.) Ll. 90 A 1. (b.) 6.88.	S.S., I.	682	17	W. Badlington - W. C. Charlton, Newcastle-on-Tyne.	Bilbao - The Tyne	Iron ore	-	S.S. "Toward," of Glasgow.	1	S. 1	5 miles W. of the Royal Sovereign Lighthouse, off Sussex.
21 June	"Scotia" 10 years.	Middlesbrough	(a.) Ll. 100 A 1. (b.) 2.89.	S.S., I.	719	16	J. Chiswick - W. Leonard, Middlesbrough.	Drail - Marseilles	Wheat and maize.	-	S.S. "Joshua Nicholson," of N. Shields.	-	N.W. 2	Lat. 36° 16' N., Lon. 21° 6' E. Mediterranean.
25 June	"Capo Verde" 15 years.	Greenock	(a.) Ll. 100 A 1. (b.) 2.89.	Ship, I.	1,711	33	J. Mitchell - A. P. Lyle, Greenock.	London - Melbourne.	General	-	Ship "Johantie," of Liverpool.	-	W.S.W. 4	Off Williamstown Breakwater, Port Philip, Victoria.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1883. 6 April	"Sulcan" 13 years.	St. John's, N.F.L.	-	Schooner, W.	65	J. Clark	E. J. Duder, St. John's, N.F.L.	Pearce's Harbour, N.F.L., for seal fishing.	Ballast	-	Crushed by ice	-	S.W. 6	Off Cape John, Newfoundland.
17 April	"Lilly Jane" 11 years.	St. John's, N.F.L.	-	Schooner, W.	38	E. Warren	J. Mills, Herring Neck, N.F.L.	Herring Neck, N.F.L., for seal fishing.	Ballast	-	Crushed by ice	-	E.N.E. 6	8 miles E. of Stag Island, Notre Dame Bay, Newfoundland.
18 April	"Path Finder" 8 years.	St. John's, N.F.L.	-	Schooner, W.	35	E. Blandford	J. Shickley, Twillingate, N.F.L.	Herring Neck, N.F.L., for seal fishing.	Ballast	-	Crushed by ice	-	N.E. 6	6 miles S. of Horse Islands, Notre Dame Bay, Newfoundland.
8 May	"Delta" 14 years.	St. John's, N.F.L.	-	Schooner, W.	33	I. Pond	W. Dory, Green Bay, N.F.L.	Herring Neck, N.F.L., for seal fishing.	Ballast	-	Crushed by ice	-	N. 5	Near Long Point, Twillingate, Newfoundland.
23 May	"Anne" 14 years.	St. John's, N.F.L.	-	Schooner, W.	30	G. Hallett	A. F. Goodridge, St. John's, N.F.L.	Pool's Island, Bonavista Bay, N.F.L.	Ballast	-	Sunk by ice	-	N.N.W. 2	Off Ship Cove Point, Bonavista Bay, Newfoundland.
1 June	"Argonaut" 23 years.	London	(a.) B. Ver. 5/6 years, for 1887. (b.) 9/87.	Barque, Composite.	1,041	— George	J. I. Jacobs, London.	Western Australia.	Unknown	-	Leaky; condemned	-	-	On voyage; condemned at Natal.
25 June	"Zalma" 25 years.	Turk's Island	-	Barque, W.	326	A. Reyner	J. Chisholm, Morton, Mass.	Boston, Mass.	Lumber	-	Leaky; condemned	-	-	North Atlantic.
30 June	"Alhambra" 33 years.	Sydney N.S.W.	-	S.S., I.	497	W. Summerbell	A. Wheeler, Sydney, N.S.W.	Newcastle, N.S.W.	Coal	-	Striking floating wreck.	-	S.W. 5	7 miles E. by N. of Newcastle, New South Wales, S. Pacific.
30 June	"Bertha Anderson" 11 years.	Dorchester, N.B.	-	Barque, W.	544	R. Thomson	A. J. Smith, Dorchester, N.B.	New York	Martinique	Slaves and kerosine.	Burnt	-	E.N.E. 4	Martinique.
— June	"Dove" 9 years.	St. John's, N.F.L.	-	Schooner, W.	42	—	E. Dower, Concho, N.F.L.	-	-	Unknown	Crushed by ice	-	-	Off Cape John, Newfoundland.
6 July	"Triple Crown" 3 years.	St. John's, N.F.L.	-	Schooner, W.	23	J. Mullooney	M. Munroe, St. John's, N.F.L.	Bonavista Bay, N.F.L., for fishing.	Ballast	-	Sunk by striking ice.	-	S. 6	15 miles N.E. of Belle Isle, Newfoundland.
7 July	"Althea" 10 years.	Digby, N.S.	-	Schooner, W.	136	-	A. Melancon, Port Gilbert, N.S.	St. Vincent, W.I.	Molasses	-	Leaky; condemned	-	Squally	Off Martinique, N. Atlantic.
11 July	"Countess" 9 years.	Fleetwood	-	Jigger, W.	39	G. Fogg	J. Cookson, Manchester.	Fleetwood, for fishing.	Ballast	-	Spontaneous combustion of a new fishing net.	-	N.W. 6	About 9 miles W. of Barrow, Lancashire.
— July	"George Gilroy" 26 years.	Greenock	-	Barque, W.	1,054	D. McCirr	P. Scott, Greenock	Greenock	Demerara	-	Leaky; condemned	-	-	North Atlantic.
— July	"Primus" 31 years.	Gibraltar	-	Brigantine, W.	289	-	C. S. Rugeroni, Gibraltar.	Tarragona	Buenos Ayres.	-	Leaky; condemned	-	-	North Atlantic.
— July	"The Tweed" 51 years.	London	(a.) LL 19 A.I. cont. 18 A.I. (b.) 11/87.	Ship, W.	1,646	F. Morne	J. Willis, London.	Colombo and Cochin.	New York	Oil and plumbago.	Disasted, &c.; condemned.	-	W.N.W. 11	Lat. 37° 8' S., Lon. 24° 54' E., Indian Ocean.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1848. 10 Aug.	"Solid" 31 years.	Norway	-	Schooner, W.	62	4	A. Abrahamson	C. Eg. Christian-sand.	Borrow-stones.	Christian-sand.	Coal	Leaky; condemned.	-	E. 5	One mile W. of Firth of Forth.
23 Aug.	"Terrible" 22 years.	N. Shields	-	Steam Tug, W.	22	5	G. Cawey	C. Boag, N. Shields.	Blyth	The Tyne	Ballast	Explosion of boiler.	-	W. 3	Boulmer Bay, Northumberland.
25 Aug.	"Becks" 31 years.	N. Shields	-	Steam Tug, W.	9	4	W. Minto	J. C. Minto, N. Shields.	The Tyne, for towing.	The Tyne, for towing.	Ballast	Explosion of boiler.	-	S.W. 2	Off Souther Point, Durham.
29 Aug.	"Alexandra" 21 years.	Newport, Mon.	-	Steam Tug, W.	17	5	J. Jones	W. Williams, Newport, Mon.	Newport, Mon., seeking.	Newport, Mon., seeking.	Ballast	Burnt	-	W.N.W. 4	Near Barry Island, Glamorganshire.
30 Aug.	"Belona" 11 years.	Glasgow	-	Barque, I.	513	About 18	-	T. C. Guthrie, Glasgow.	Lying at Pisagua, Peru.	Pisagua, Peru.	Nitrate of soda and coal.	Burnt	-	-	Pisagua, Peru.
31 Aug.	"Pelham" 7 years.	Liverpool	-	S.S., I.	213	11	G. Creamer	G. C. Stewart, Liverpool.	Tréport	Liverpool	Flint stones	Supposed to have struck wreck.	-	N.W. 5	About 8 miles W.S.W. of the South Stack, Irish Sea.
2 Sept.	"Iona" 12 years.	Brisbane	-	S.S., W.	31	4	T. Daly	A. M. Terry, Bowen, Queensland.	Gregory River, Queensland.	Bowen, Queensland.	Lors	Burnt	-	S. 5	Bowen, Queensland.
3 Sept.	"Albarrac" Age unknown.	Not registered	-	Yawl, W.	15	None on board	C. Dempsey	J. Graham, Belfast.	Drumore, Wigtownshire.	Belfast	Paving stones	Burnt	-	- 6	Drumore Bay, Wigtownshire.
12 Sept.	"Blue and White" 1 year.	Aberystwith	-	Schooner, W.	143	6	R. Davies, Rorth, Cardiganshire.	-	Saffi	Irvine	Beans	Striking floating wreck.	-	S. by E. 6	Lat. 48° 22' N., Lon. 12° 55' W., N. Atlantic.
19 Sept.	"Kilkerran" 17 years.	Greenock	-	Ship, I.	1,199	24	A. Ferguson	D. Kerr, Greenock.	Newcastle, N.S.W.	Totoralillo, Chili.	Coal	Burnt	-	W. 1	Totoralillo Bay, Chili.
26 Sept.	"Alma" 6 years.	St. John, N.B.	-	Schooner, W.	194	6	W. Hogan	V. S. White, St. John, N.B.	St. John, N.B.	New York	Lime and laths.	Burnt	1	N.E. 11	10 miles E. of Highland Light, Cape Cod, N. Atlantic.
27 Sept.	"Sir Humphrey Davy" 24 years.	Bristol	-	Barque, W.	294	9	W. Blues	F. Gauntlett, Southsea, Hants.	Mobile	Natal	Pine lumber	Leaky and strained; condemned.	-	E. 12	Lat. 7° 44' N., Lon. 32° 37' W., N. Atlantic.
— Sept.	"Ribston" 21 years.	Fremantle, W.A.	-	Barque, W.	307	About 12	J. Neave	W. Owston, Fremantle, W.A.	Chefoo	-	Bean cakes	Leaky; condemned.	-	-	China Sea.
4 Oct.	"Southernfield" 7 years.	Maryport	-	Barque, W.	707	17	R. Brisco	J. Risson, Maryport.	Pisagua	The United Kingdom.	Nitrate	Burnt; supposed spontaneous combustion of cargo.	-	N. 5	Lat. 47° 14' S., Lon. 83° W., S. Pacific.
16 Oct.	"Clipper" 26 years.	Ramsgate	-	Smack, W.	41	5	H. G. Setterfield, Ramsgate.	-	Ramsgate, for fishing.	Ramsgate, for fishing.	Ballast	Burnt	-	N. 2	Eight miles S.W. by W. of Dungeness, Kent.
28 Oct.	"Aphrodite" 30 years.	Liverpool	-	Barque, I.	1,027	28	E. G. Tate	W. Price, Liverpool.	Antwerp	Melbourne	Railway iron, slides, and glass, 2 passengers.	Strained and leaky; condemned.	-	S. 10	S. Atlantic.
7 Nov.	"Helena Anna" 18 years.	Penzance	-	Schooner, W.	162	7	-	F. Matthews, Penzance.	Lulea	Sundsvall	Ballast	Crushed by ice	-	N.N.W. 4	Near Lulea, Sweden.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

	"Lizzie Waters" 24 years.	Sunderland		Brig. W.	236	J. Loads	C. Weatherburn, S. Shields.	Wyborg	Wisbech	Boards		S.S.E. 9	Lat. 56° 30' N., Lon. 3° 30' E., North Sea.
11 Nov.	"Sea Spray," 8 years.	Nassau, N. P.	-	Schooner, W.	19	W. Bodey	G. W. Higgs, Nassau, N. P.	Colon	Boca Toro.	General	-	-	Palma, United States of Columbia.
14 Nov.	"Petrel," 62 years.	Lerwick	-	Fishing Ketch, W.	52	P. Hawick	P. Carriock, Lerwick.	Lerwick	Lynceor, Norway.	Ballast	-	S.S.E. 10	Lat. 59° 21' N., Lon. 2° 38' E., North Sea.
19 Nov.	"Niterheid," 18 years.	Cape Town	-	Brig. W.	132	P. Holst	G. Myburgh, Cape Town.	Cape Town	Mauritius	Fish and oaks	2	N.W. 12	Lat. 37° S., Lon. 27° E., Indian Ocean.
20 Nov.	"Silent," 41 years.	Portsmouth	-	Schooner, W.	75	W. Martell	G. Widger, Southampton.	Newcastle- on-Tyne.	Ramsgate and New- haven.	Soda	-	W.N.W. 8	4 miles E.N.E. of the North Foreland, Kent.
22 Nov.	"Richmond," 2 years.	New West- minster.	-	S.S. W.	103	O. S. Young	Stewart and Rorann, New Westminster.	Fraser River	Vancouver	Hay and roofs.	-	Calm	False Creek, British Columbia.
24 Nov.	"Inch Murren," 10 years.	Glasgow	-	Ship, I.	1,254	J. N. Petrie	J. Hardie, Glas- gow.	Iquique	Falmouth	Nitrate of soda.	-	E. -	Lat. 14° 41' S., Lon. 35° 19' W., S. Atlantic.
25 Nov.	"Plover," 6 years.	St. John, N.B.	-	(a.) B. Ver. 3/3 A. 1. 1. for 12 years from 5.83. (b.) 1.37.	355	G. Lowery	S. Schofield St. John, N.B.	Rio Grande del Norte.	New York	Sugar	1	-	Lat. 37° N., Lon. 74° W., N. Atlantic.
27 Nov.	"M. and A. Mor- rison," 5 years.	Shelburne, N.S.	-	Schooner, W.	89	D. Morrison, Shelburne, N.S.		Shelburne, N.S.	Boston, Mass.	Potatoes	6	E. -	Bay of Fundy.
- Nov.	"Jane Law," 19 years.	Glasgow	-	Barque, W.	1,273	G. S. Hyne	J. P. Stevenson, Cardiff.	Pensacola	Monte Video	Lumber, 4 passengers.	-	N.N.E. -	About 100 miles from Pensacola, Gulf of Mexico.
12 Dec.	"Pandora," 3 years.	Grimsby	-	Dandy, W.	80	A. W. Brittan	C. Forrester, Grimsby.	Grimsby	for fishing.	Ballast	-	S.S.E. 4	About 100 miles E. by N. of Spurn Point, North Sea.
21 Dec.	"Alta," 8 years.	Halifax, N.S.	-	Schooner, W.	168	W. R. Prinze	C. B. Whidden, Antigonish, N.S.	St. Thomas	New York	Salt	-	N. 9	Off Turk's Islands, West Indies.
26 Dec.	"Taurus," 47 years.	Aberdeen	-	Brig. W.	136	J. Pielt	P. Bannerman, Aberdeen.	Sunderland	Aberdeen	Coal	-	W. 5	Off Montrose, co. Forfar.
27 Dec.	"Stephen D. Hor- ton," 5 years.	Parrsboro', N.S.	-	Ship, W.	1,626	-	J. Spicer, Parrs- boro', N.S.	Calcutta	New York	Jute, cutch, and salt- petre, 1 passenger.	2 (crew)	S.E. 4	Lat. 7° 38' S., Lon. 28° 22' W., S. Atlantic.
- Dec.	"Lizzie," 13 years.	Sydney, N.S.W.	-	Barquentine, W.	223	About 8	J. Williams, Sydney, N.S.W.	Noumea	Solomon Is- lands.	Unknown	-	-	South Pacific.
-	"Faith," 29 years.	Castries, St. Lucia.	-	Schooner, W.	47	About 5	H. Sparling, Castries, St. Lucia.	-	Nickerie, Dutch Guiana.	Unknown	-	-	Nickerie, Dutch Guiana.
13 Jan.	"Christina," 7 years.	Matland, N.S.	-	Barque, W.	1,056	14	A. A. McDougall, Matland, N.S.	Callao	Lobos de Afuera.	Guano, 2 passengers.	-	-	Lobos de Afuera, Chili.
14 Jan.	"Airlie," 12 years.	Fremantle, W. A.	-	"Schooner, W.	237	J. G. Knight	J. M. Ferguson, Fremantle, W. A.	Borneo	Hong Kong	Coal, 1 pas- senger.	-	W. 9	100 miles N.W. of Ash- burton, W. A., Indian Ocean.
16 Jan.	"Pilot," 9 years.	London	-	Dandy, W.	53	J. T. Tight, Gerlesston.		Great Yarmouth	for fishing.	Ballast	-	S. 4	E. end of Silver Pits, North Sea.
21 Jan.	"Erin," 23 years.	Liverpool	-	S.S., I.	278	S. Hughes	The "Erin" S.S. Co., Ltd., Liverpool.	Baltimore	Kingston, Jamaica.	Ballast	-	S.E. 11	Lat. 35° 30' N., Lon. 74° 17' W., N. Atlantic.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons, Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 31 Jan.	A Ferry Boat - 20 years.	Not registered	-	Sailing Boat, W.	About 10	D. Hogg	G. Gilmour, Invergorrion.	Crossing Cromarty Firth. (in low.)	-	Grain	Capsized and sank	1	W. 8	½ mile N. of East Cromarty.
3 Feb.	"Albert Victor" - 6 years.	Melbourne	-	S.S., I.	10	D. McLaren	J. Wright jun., Foster, Victoria.	Bowen, Queensland.	Port Albert, Victoria.	Unknown	Burnt	-	S.E. 2	Bentleys Harbour, Gippsland, Victoria.
4 Feb.	"Sumatra" - 22 years.	Glasgow	-	S.S., I.	1,384	J. R. Brady	J. R. Brady, Belfast.	Batoum	Hong Kong	Petroleum	Burnt	1	N.W. 5	Lat. 32° 32' N., Lon. 31° 15' E., Mediterranean.
23 Feb.	"Rhine" - 15 years.	Windsor, N.S.	-	Ship, W.	1,093	T. Macumber	S. Dimock, Windsor, N.S.	Ghent	New York	Iron ore and empty barrels.	Burnt	-	N. 6	Ternauxen Roads, Holland.
6 Mar.	"Axt" - Age unknown.	Gt. Yarmouth	-	Dandy, W.	53	H. Cunby	Mrs. M. A. Bass, Goleston.	Gt. Yarmouth, for fishing.	-	Ballast	Burnt	-	W.S.W. 3	S. part of Silver Pits, North Sea.
11 Mar.	"St. Cloud" - 12 years.	Yarmouth, N.S.	(a.) B. Ver. 33, L. I. I. for 6 years from 7.87 (b.) 6.88.	Ship, W.	1,528	T. L. Walley	W. D. Lovitt, Yarmouth, N.S.	New York	Batavia	Petroleum	Burnt	-	E.S.E.	Lat. 10° S., Lon. 23° W., S. Atlantic.
19 Mar.	"Diligence" - 1 year.	Not registered	-	Lugger, W.	5	D. Morrison	Ness, Lewis.	Ness, Lewis, for fishing.	-	Ballast	Capsized	6	E.N.E. 10	Off Port of Ness, Lewis, Hebrides.
24 Mar.	"St. Lawrence" - 28 years.	Sydney, N.S.W.	-	Barque, W.	1,019	T. Pow	J. R. Muirhead, Newcastle, N.S.W.	Newcastle, N.S.W.	Fremantle, W.A.	Coal 4 passengers.	Dismasted, &c.; condemned.	-	N.W. 10	Lat. 34° 20' S., Lon. 114° 30' E., Indian Ocean.
25 Mar.	"Union" - 11 years.	France	-	Catier, W.	37	Y. M. J. Allain-mat.	F. Le Gal, Pler-bian, France.	Brest	Boulogne	Ballast	Struck - sunken wreck.	-	W.N.W. 6	Off St. Martin's Point, Guernsey.
26 Mar.	"Olivia A. Omullin" - 18 years.	Parishore, N.S.	(a.) B. Ver. 5/6, P. I. I. for 2 years from 10.38. (b.) 10.38.	Schooner, W.	149	- Leary	P. Doyle, Halifax, N.S.	Cow Bay, C.B.	Halifax, N.S.	Coal	Sunk by ice	-	- 9	Off Jeddore, Nova Scotia.
25 Apr.	"Lilydale" - 16 years.	W. Hartlepool	(a.) Ll. 90 A. I. (b.) 8.87.	S.S., I.	401	H. Burgess	H. Geipel, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Norfolk, Sweden.	Coal	Sunk by striking ice.	-	N.E. 2	15 miles N. & E. of Oland, Baltic.
8 May	"Tarlair" - 19 years.	Peterhead	-	Trading Schooner, W.	85	A. Williamson	J. S. Wood, Peterhead.	Peterhead	Castlebay	Fishing stock.	Abandoned and drifted to land near Wick; condemned.	-	Calm	Off Whalegoe, co. Cathness.
24 May	"Alhallowers" - 28 years.	Rochester	-	Spiritsail Barge, W.	51	G. Carrey	H. Curtis, Chelmonston, Suffolk.	Ipswich	London	Straw and hay.	Cargo set on fire by lightning; vessel burnt.	-	S.S.E. 4	Near South Shelf Buoy, Harwich, Essex.
3 June	"Excelsior" - 3 years.	Not registered	-	Snack, W.	30	J. Geddes	D. Reid, Port Gordon.	Banff, for fishing.	-	Ballast	Struck floating wreckage.	-	S. 5	About 18 miles N.N.E. of Strachy Point, Sutherlandshire.
10 June	"Blind Cricket" - Age unknown.	Not registered	-	Sailing Ship, W.	1	-	R. Bridle, Poole	Poole, on a pleasure cruise.	-	Ballast, 2 passengers.	Capsized and sank	3 (1 new & 2 passengers).	Squally	Near Poole, Dorsetshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1884.	"Zephir" 17 years.	-	-	Ketch, W.	29	3	E. Davison	L. Gavery, Plymouth.	Plymouth	Perce Guiree, France.	Ballast	3	Not heard of since sailing on 14th December 1886.
1887.	"Active" 2 years.	Victoria, B.C.	-	Schooner, W.	42	33	H. Guttormson	J. Gutmann, Victoria, B.C.	Victoria, B.C. on a sailing voyage.	-	Ballast	33	Not heard of since sailing in April 1887.
-	"Celestia" 35 years.	Dunedin, N.Z.	-	Barque, W.	225	8	E. H. Offord	A. J. S. Gibbs, Auckland, N.Z.	Russell, N.Z.	Hobart Town, Tasmania.	Timber	8	Not heard of since sailing on 3rd May 1887.
-	"John E. Hunter" 1 year.	Montego Bay, Jamaica.	-	Schooner, W.	50	Supd. 5	-	J. E. Hunter, Grand Cayman, West Indies.	New York	Montego Bay, Jamaica.	Unknown	Supd. 5	Not heard of since sailing on 17th August 1887.
-	"Australian" 2 years.	Sydney, N.S.W.	-	Ketch, W.	16	4	J. B. Kellick	T. A. Strickland, Sydney, N.S.W.	Sydney, N.S.W.	Solomon Islands	Ballast	4	Not heard of since sailing on 11th November 1887.
-	"Brazil" 2 years.	Halifax, N.S.	(a.) B. Ver. 3/3 A 1. 1. for 15 years from 7.85. (b.) 8.85.	Brigantine, W.	266	8	D. Menzies	R. J. Hart, Halifax, N.S.	Halifax, N.S.	Pernambuco	Fish and lumber	8	Not heard of since sailing on 28th November 1887.
-	"Ricardo" 36 years.	Malta	-	Barque, W.	235	10	E. Vencio	A. Gauci, Leghorn	Genoa	Tortoli, Italy	Ballast	10	Not heard of since sailing on 29th December 1887.
1888.	"Othello" 19 years.	Liverpool	(a.) Ll. * A 1. (b.) 6.87.	Ship, L.	1,342	27	D. Halliday	J. H. Worthington, Liverpool.	Passauan, Java	English Channel for orders.	Sugar	27	Not heard of since sailing on 2nd February 1888.
-	"Kate" 12 years.	Brisbane	-	Schooner, W.	85	6	J. Vaughan	J. Campbell, Brisbane.	Brisbane	Townsville	Coal	6	Not heard of since being seen in the S. Pacific on the 15th February 1888.
-	"Melancia" 10 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 3.88.	Barque, L.	1,224	21	F. M. Woodhouse	J. Goffey, Liverpool.	Shields	Valparaiso.	Coal, 2 passengers	23 (21 crew and 2 passengers).	Not heard of since being spoken in Lat. 5° 48' N., Lon. 21° 44' W., on 16th May 1888.
-	"Cumeria" 19 years.	Liverpool	(a.) Ll. * A 1. (b.) 4.88.	Barque, L.	1,363	25	J. Hilton	C. Nicholson, Liverpool.	Shields	Valparaiso.	Coal	25	Not heard of since being spoken in Lat. 30° S., Lon. 50° W., on 12th June 1888.
-	"Renfrewshire" 13 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 6.86.	Ship, L.	898	19	M. Cumins	J. and W. Law, Glasgow.	Glasgow	Brisbane	General, 14 passengers.	32 (18 crew and 14 pass.)	Not heard of since being spoken in Lat. 17° S., Lon. 88° W., on 2nd July 1888.
-	"Little Nell" 11 years.	Not registered	-	Dandy, W.	4	2	E. Lelean, Mevagissey, Cornwall.	Mevagissey, Cornwall.	Mevagissey, Cornwall.	for fishing.	Ballast	2	Not heard of since being seen off Mevagissey, Cornwall, on 10th July 1888.
-	"Silhet" 12 years.	London	(a.) Ll. 100 A 1. (b.) 3.78.	Barque, L.	1,131	23	S. A. Partridge	J. B. Foley, London	New York	Rangoon	Petroleum	23	Not heard of since being spoken in Lat. 6° S., Lon. 83° W., on 22nd July 1888.
-	"Bounty" 39 years.	Whitby	-	Brig, W.	166	6	R. Storm, Whitby.	-	W. Hartlopool	Glückstadt	Coal	6	Not heard of since sailing on 2nd August 1888.
-	"Mimika" 3 years.	Lyttelton, N.Z.	-	Schooner, W.	54	4	J. Sinclair, Lyttelton, N.Z.	-	Lyttelton, N.Z.	Havelock, N.Z.	Ballast	4	Not heard of since sailing on 30th August 1888.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1888.	"Diana" 20 years.	Aberdeen	-	Schooner, W.	118	5	R. Fryett	C. A. Forslund, W. Hartlepool.	W. Hartlepool	Pedderwarder, Germany.	Coal	5	Not heard of since sailing on 28th September 1888.
-	"Eliza" 18 years.	Sydney, N.S.W.	-	Ketch, W.	57	4	A. McNait	C. B. Bond, Sydney, N.S.W.	Sydney, N.S.W.	Richmond River, N.S.W.	Coal	4	Not heard of since sailing on 4th October 1888.
-	"Bay of Cadiz" 9 years.	London	(a) Ll. 100 A. 1. Liv. A 1* 1 in Rad. (b.) 4.88.	Ship, Steel	1,526	34	R. Davidson	J. Bulloch, London.	Sydney, N.S.W.	San Francisco	Coal, 4 passengers.	38 (34 crew and 4 passrs.)	Not heard of since sailing on 20th October 1888.
-	"Edward" 23 years.	Gt. Yarmouth	-	Dandy, W.	21	11	J. Bland	Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	11	Not heard of since sailing on 30th October 1888.
-	"James" 33 years.	Goole	-	Ketch, W.	84	4	G. Trans	J. Austwick, Knottingley, Yorkshire.	Llanelli	Pont Audemer, France.	Coal, 2 passengers.	6 (4 crew and 2 passrs.)	Not heard of since sailing on 1st November 1888.
-	"Luna" 46 years.	Chepstow	-	Snack, W.	41	3	W. Cox	R. James, Lydney, Gloucestershire.	Newport, Mon.	Barnstaple	Coal	3	Not heard of since leaving Penarth on 18th November 1888.
-	"Radical" 36 years.	Boston	-	Schooner, W.	58	4	W. Neal	W. Smith, Lynn	Hartlepool	Lynn	Coal	4	Not heard of since sailing on 1st November 1888.
-	"Tony Krogmann" 10 years.	Carnarvon	(a.) Ll. 13 A. 1. (b.) 2.87.	Barquentine, W.	251	8	M. Evans	E. Roberts, Portmadoc.	Aruba	Gloucester	Phosphate	8	Not heard of since sailing on 1st November 1888.
-	"Visitor" 43 years.	Ipswich	-	Brigantine, W.	128	5	- Paternoster	D. F. Goddard, Ipswich.	Seahan	Ipswich	Coal	5	Not heard of since being spoken in the North Sea on 2nd November 1888.
-	"Isabella" 41 years.	Wigdown	-	Schooner, W.	54	4	R. Balcomb	D. B. Shaw, Garliestown.	Whitehaven	Garliestown	Coal	4	Not heard of since sailing on 3rd November 1888.
-	"Serfen" 9 years.	Lowestoft	-	Dandy, W.	64	5	R. Draper	W. R. Jones, Lowestoft.	Lowestoft, for fishing.		Ballast	5	Not heard of since being seen in the North Sea on 3rd November 1888.
-	"Valturna" 3 years.	Glasgow	-	S.S., I.	64	43	Casamiboy Ebrahimi.	J. A. Shepperd, London.	Cutch Mandvi	Bombay	Ballast, 703 passengers.	746 (43 crew of natives of India and 703 passrs.)	Not heard of since passing Porbandar on 8th November 1888.
-	"Sarah Ann" 13 years.	Hartlepool	(a.) Ll. 90 A. 1. (b.) 6.88.	S.S., I.	877	21	Todd	J. B. L. Merryweather, W. Hartlepool.	Taganrog	Naples and Genoa.	Wheat	21	Not heard of since leaving Constantinople on 10th November 1888.
-	"Hannibal" 20 years.	Dublin	-	Brigantine, W.	199	8	R. Keaton	R. Keaton, Limerick.	Sunderland	Limerick	Coal	8	Not heard of since sailing on 12th November 1888.
-	"John Ward" 17 years.	Rochester	-	Ketch, W.	123	5	G. F. Berry	The Burham Brick, Lime, and Cement Co., Ltd., London.	S. Shields	Sheerness	Coal	5	Not heard of since sailing on 15th November 1888.
-	"Princess Royal" 47 years.	Fleetwood	-	Schooner, W.	76	4	O. Rowlands	R. Jones, Mostyn	Liverpool	Douglas, Isle of Man.	Coal	4	Not heard of since being driven out of Ramsey Bay on 15th November 1888.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

"Natal" 12 years.	Aberdeen	(a.) Ll. 100 A 1. (b.) 3.37.	446	13	J. Scorgie	G. H. Bennie, London.	Calcutta	-	Natal	-	Race, &c., 23 passengers.	36 (13 crew & 23 passengers.)	Not heard of since sailing on 16th November 1883.
"Henry Wesley" 17 years.	Lowestoft	-	45	5	-	J. Butler, Lowestoft.	-	Lowestoft, for fishing.	-	Ballast	-	5	Not heard of since being seen in the North Sea on 19th November 1888.
"Samana" 2 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 6.88.	343	17	- James	"Samana" S.S. Co., Lim., Glasgow.	New York	-	Aux Cayes, Hayti.	-	General	17	Not heard of since sailing on 22nd November 1885.
"Hippomenes" 2 years.	Guyborough, N.S.	-	98	6	A. J. Goodwin	S. Sweet, Isaac Harbour, N.S.	Yarmouth, N.S.	-	Barbados	-	Fish	6	Not heard of since sailing on 8th December 1888.
"Glendarnel" 12 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 9.88.	1,761	32	J. Boyd	A. Allan, Glasgow	Hull	-	Rangoon	-	Coal	32	Not heard of since being spoken on 16th December 1888.
"Dictator" 14 years.	Newport, Mon.	-	190	6	- McSharron	J. Harvey, A. drossan.	Troon	-	Limerick	-	Coal	6	Not heard of since leaving Killbegs on 22nd December 1888.
"Gulf of Guayaquil" 1 year.	Greenock	(a.) Ll. 100 A 1. (b.) 12.88.	1,478	36	H. Friend	The Greenock Steamship Co., Lim., Greenock.	Liverpool	-	W. Coast of S. America.	-	General, 5 passengers.	41 (28 crew & 5 passengers.)	Not heard of since being left by pilot off the Mersey on 25th December 1888.
"Snakin" 2 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 6.88.	1,618	23	W. C. Seabrook	The Ship "Snakin" Co., Lim., Liverpool.	Newcastle, N.S.W.	-	Wilmington, California.	-	Coal	23	Not heard of since sailing on 26th December 1888.
"Collier" 48 years.	Chester	-	47	3	J. T. Davison, Connah's Quay, Flintshire.	J. Henderson, Newcastle, N.S.W.	Connah's Quay	-	Ramsey, Isle of Man.	-	Coal	3	Not heard of since being seen off Rhyll on 7th January 1889.
"Niagara" 24 years.	Sydney, N.S.W.	-	232	10	O. Roberts	J. Newcastile, N.S.W.	Newcastle, N.S.W.	-	Noumea, Caledonia.	-	Coal	10	Not heard of since sailing on 11th January 1889.
"British Workman" 23 years.	Grimsby	-	53	7	E. G. Smith	T. Campbell, Grimsby.	-	Grimsby, for fishing.	-	Ballast	-	7	Not heard of since sailing on 26th January 1889.
"Little Beauty" 14 years.	Powoy	(a.) Ll. 14 A 1. (b.) 3.35.	90	5	J. Braddon	J. Stephens, Par, Cornwall.	Figueira	-	Mevagissey, Cornwall.	-	Salt	5	Not heard of since sailing on 28th January 1889.
"Budapest" 6 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 3.88.	1,091	19	R. Thomson	G. and W. Burrell, Glasgow.	Newport, Mon.	-	Las Palmas, Canary Islands.	-	Coal	19	Not heard of since sailing on 30th January 1889.
"Scheme" 16 years.	Gt. Yarmouth	-	40	7	R. Johnson	G. R. King, Greston.	Gt. Yarmouth, for fishing.	-	-	-	Ballast	7	Not heard of since sailing on 30th January 1889.
"Eton New" 16 years.	Grimsby	(a.) Ll. 100 A 1. (b.) 8.88.	91	8	C. Dickenson	H. Smethurst, jun., Grimsby.	Grimsby	-	Grimsby, for fishing.	-	Ballast	8	Not heard of since being seen in the North Sea on 31st January 1889.
"John" ham, 13 years.	Grimsby	-	77	9	R. Hall	G. Gutesen, Grimsby.	Grimsby	-	Grimsby, for fishing.	-	Ballast	9	Not heard of since sailing on 31st January 1889.
"Sally" 35 years.	Bideford	-	40	3	J. Craner	T. E. Perry, Cork	Lydney, Gloucestershire.	-	Fremington, Devonshire.	-	Coal	3	Not heard of since sailing on 1st February 1889.
"Harold" 16 years.	Grimsby	-	72	5	-	C. Blakeney, Grimsby.	Grimsby, for fishing.	-	-	-	Ballast	5	Not heard of since being seen in the North Sea on 2nd February 1889.
"Active" 25 years.	Jersey	-	40	4	G. Steel	Mrs. E. J. Chambers, Jersey.	Port Secaton, Haddingtonshire.	-	London	-	Potatoes	4	Not heard of since sailing on 6th February 1889.
"Homeward" 19 years.	Greenock	-	43	8	W. McKinty	H. McKinty, Larne.	Glasgow	-	Larne	-	Coal	8	Not heard of since sailing on 6th February 1889.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS.—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Place of Casualty.
1880.	"Adventure" 3 years.	Hull	(a.) Ll. 100 A.L. (b.) 6.86.	S.S., I.	50	8	T. Owen	The Humber Steam Trawling Co., Hull.	Hull, for fishing.		Ballast, 1 passenger.	9 (8 crew and 1 passenger).	Not heard of since being seen off the North Sea on 7th February 1889.
—	"Olive Branch" 13 years.	Hull	—	Ketch, W.	74	5	J. Stephenson	W. R. Leyman, Hull.	Hull, for fishing.		Ballast	5	Not heard of since being seen off the Dogger Bank on 7th February 1889.
—	"Persens" 29 years.	Guernsey	—	Brigantine, W.	126	6	W. Hunkin	H. Smith, St. Sampson's, Guernsey.	Newcastle-on-Tyne	Guernsey	Coal	6	Not heard of since sailing on 7th February 1889.
—	"Sea Searcher" 11 years.	Grimsby	—	Dandy, W.	61	5	J. Crawford	J. Ward, Grimsby	Grimsby, for fishing.		Ballast	5	Not heard of since sailing on 7th February 1889.
—	"Ethel May" 6 years.	Gt. Yarmouth	—	Dandy, W.	46	6	W. Bullock	J. Pitchers, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	6	Not heard of since being seen off the Silver Pits, North Sea, on 8th February 1889.
—	"Henrietta" 22 years.	Gt. Yarmouth	—	Dandy, W.	34	6	R. Watson	J. S. Neave, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	6	Not heard of since being seen in the North Sea on 8th February 1889.
—	"Kitten" 23 years.	Grimsby	—	Dandy, W.	62	5	C. L. Brown	J. Meadows, Grimsby.	Grimsby, for fishing.		Ballast	5	Not heard of since being seen in the North Sea on 8th February 1889.
—	"Venus" 4 years.	Gt. Yarmouth	—	Dandy, W.	50	7	S. W. Brown	S. Brown, Caistor, Norfolk.	Gt. Yarmouth, for fishing.		Ballast	7	Not heard of since being spoken off Borneo Gut on 8th February 1889.
—	"Sir Frederick Roberts" 3 years.	Grimsby	(a.) Ll. 12 A.L. (b.) 6.86.	Dandy, W.	90	5	W. Walker	Grimsby.	Grimsby, for fishing.		Ballast	5	Not heard of since being spoken in the North Sea on 13th February 1889.
—	"Amelia" 25 years.	Rochester	—	Spritsail Barge, W.	39	2	H. Erb	R. Tassel, Gillingham, Kent.	Dunkirk	London	Slates	2	Not heard of since sailing in February 1889.
—	"Helena" 23 years.	London	—	Schooner, W.	99	5	J. Burnitt	W. Burnitt, Knottferry, Yorkshire.	Portland, Dorsetshire.	London	Stone	5	Not heard of since sailing on 6th March 1889.
—	"Welcome Home" New.	Not registered.	—	Lugsail, W.	2	4	P. Hunter	Scalloway, Shetland Isles.	Scalloway, Shetland Isles, for fishing.		Ballast	4	Not heard of since being seen on 15th March 1889.
—	"Bengollyn" 27 years.	London	(a.) Ll.* A.L. (b.) 1.88.	Ship, I.	1,193	23	G. B. Webster	J. B. Foley, London.	Liverpool	Pisagua	Coal	23	Not heard of since being left by the crew of the Marsey on 20th March 1889.
—	"Isabella Diston" 19 years.	Fleetwood	—	Brigantine, W.	155	5	— Tucker	J. Helms, Lancaster.	Cork	Stockton-on-Tees	Old railway metal.	5	Not heard of since sailing on 20th March 1889.
—	"Perseverance" 38 years.	Grimsby	—	Dandy, W.	44	6	E. Woods	Grimsby.	Grimsby, for fishing.		Ballast	6	Not heard of since sailing on 1st April 1889.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

APPENDIX C.—Table 2.—Detailed Statement of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from other causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888.														
27 July	"Prudent" 11 years.	Sunderland	(a.) Ll. 100 A.L. (b.) 3.88.	S.S., I.	924	22	J. Sinclair	J. Westoll, Sunderland.	Catania	Sulina	Ballast	1	N.E. 2	Cape Sestos, Dardanelles, Turkey.
25 Aug.	"Bratsberg" 4 years.	Norway	-	S.S., I.	1,099	18	A. Nielsen	J. C. and G. Knudsen, Forsgrund.	Sydney, C.B.	Montreal	Coal, 2 passengers.	15 (crew).	E. 2	6 miles W. of Cape Chatie, Canada.
19 Oct.	"Fangh-a-Ballagh" 2 years.	Not registered	-	Hooker, W.	30	3	J. Madden	T. McDougall, Galway.	Femish Island	Galway	Pigs, 1 passenger.	2 (crew).	S.S.E. 4	N. Arran Island, co. Galway.
10 Nov.	"Akaba" 3 years.	Liverpool	(a.) Ll. 100 A.L. (b.) 11.37.	S.S., I.	2,473	41 & pilot.	J. C. Main	J. M. Wood, Liverpool.	Calcutta	Dundee	Jute	3 (2 crew & pilot).	E. 7	Hammonds Knoll, off Norfolk.
18 Nov.	"Frolic" 1 year.	Not registered	-	Lugsail, W.	1	2	-	H. and G. Iron, Dover.	Dover to take a pilot from a vessel.	-	Ballast, 1 passenger (a pilot).	3 (3 crew & a pilot).	W.S.W. 7	Between Dover and Folkestone, Kent.
25 Nov.	"Aradon" New.	Windsor, N.S.	-	Schooner, W.	121	6	W. B. Milberry	J. W. Smith, St. John, N.B.	St. John, N.B.	New York	Leathis	3	N.E. 10.	Spectacle Island, Boston, Mass., U.S.A.
11 Dec.	"Nicolino" 14 years.	Italy	(a.) B. Ver. 3/3 A.L. for 5 years from 7.86. (b.) 11.88.	Barque, W.	745	12 & pilot.	P. Ferrara	L. Garzolo, Genoa	Greenock	Buenos Ayres.	Coal	1 (crew).	S.S.E. 8	Barford Bank, off co. Dublin.
1889.														
9 Feb.	"Zoar" 32 years.	Bancorn	-	Flat, W.	66	2	R. Ward	T. Robinson, Liverpool.	Engaged in discharging a vessel in Mostyn Roads.	-	Iron ore	1	N.W. 9	Salisbury Bank, entrance to River Dee.
10 Feb.	"Elizabeth Alice" 23 years.	Barrow	-	Schooner, W.	112	5	E. Evans	J. Fisher, Barrow	London	Burry Port	Copper ore and cement.	1	S.S.E. 7	Dungeness Roads, Kent.
14 Feb.	"Lord Beaconsfield" 11 years.	Faversham	-	Ketch, W.	57	3	J. Ost	T. Bassett, Milton-next - Sittingbourne, Kent.	London	Antwerp	Coal tar	2	S.W. 7	Near Flushing, Holland.
- Mar.	"Warathal" Age unknown.	Not registered	-	Lugger, W.	About 10	4	-	-	Engaged in a pearling voyage.	-	Ballast	4	Cyclone	Skamboat Island, near Cossack, Western Australia.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Bureau Veritas, or Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and number of passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 11 Aug.	No name Age unknown.	Not registered	-	Sailing Boat, W.	1	2	A. Borissow	Poole, Dorsetshire.	Poole, Dorsetshire, on a pleasure trip.	-	Ballast	S.S. "Telegraph," of Shoreham.	1	S.W. 3	Poole Bay, Dorsetshire.
15 Sept.	"Iona," 16 years.	Portsmouth	-	Yacht (Yawl), W.	40	8	W. Heather	C. A. Horton, Eastbourne.	Plymouth	Torquay	Ballast, 2 passengers.	S.S. "Indian Prince," of Newcastle-on-Tyne.	2 (crew).	N.W. 2	Off Start Point, Devonshire.
6 Oct.	Boat of brig "Acorn," of Guernsey.	-	-	Boat, W.	1	3	-	P. Guerney.	Yarmouth Roads.	Yarmouth Harbour.	-	A French fishing smack, name unknown.	1	N.W. 6	Entrance to Gt. Yarmouth Harbour, Norfolk.
6 Nov.	"Snowflake," 22 years.	Inverness	-	Schooner, W.	98	5	E. Mo Jensen	J. & M. McKenzies, Loch Aish.	Stettin	Seaham	Oak timber	S.S. "Abergarnock," of Grangemouth.	2	S.E. 6	Near Charles-town, Firth of Forth.
7 Nov.	"The Two Friends," 11 years.	Grimsey	-	Dandy, W.	79	5	I. Crocker	Grimsey.	Grimsey, for fishing.	-	Ballast	A foreign barque, name unknown.	1	E.S.E. 6	About 60 miles E.N.E. of Spurn Point, North Sea.
1889. 5 Jan.	"Montana," 1 year.	London	-	S.S., Steel	1,849	37 and 6 cattle men.	W. H. Williams	A. S. Williams, London.	Baltimore	London	General	German, S.S. "Main."	1 (crew).	N.E. by E. 8.	Breverten Channel, Baltimore, U.S.A.
4 Feb.	"Tango Bay," 11 years.	Glasgow	-	Barque, I.	1,178	21	J. Smith	J. S. Hatfield, Glasgow.	London	Auckland, N.Z.	General, 1 stowaway.	S.S. "Glencoe," of Glasgow.	1 (crew).	N.E. by E. 6.	Off Beachy Head, Sussex.
20 Feb.	"Mabel," Age unknown.	Not registered	-	Sailing Boat (Hobbler), W.	1	3	A. Flower	Bristol.	Bristol, seeking.	-	Ballast	Ketch "Azenoria," of Padstow.	1	N. 4	Abreast of Walton Bay, Bristol Channel.
20 Apr.	"Grenadier," 4 years.	Glasgow	-	S.S., Steel	99	25	D. McCallum	D. McBrayne, Glasgow.	Ardaraig	Glasgow	Ballast, about 150 passengers.	Jigger "Lady Margaret," of Greenock.	1 (passenger).	W. 7	Kyles of Bute.
23 Apr.	"Abington," 6 years.	Glasgow	-	S.S., I.	1,332	26	D. Wilson	J. A. Sillars, Glasgow.	Garrucha	Glasgow	Iron ore	Schooner "Nerissa," of Aberystwith.	1	W. 10	About 20 miles S.S.W. of Cape Saurat, Spain, Mediterranean.
8 May	"Chittagong," 25 years.	Dundee	-	Barque, I.	1,042	20	A. Warner	C. Barrie, Dundee.	Bezoekie, Java.	Valparaiso	Sugar	Ship "Beachwood," of Liverpool.	1	N. 11	Valparaiso Bay, Chili.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1888, 5 Feb.	"Gainsborough" 22 years.	London	(a.) Ll. 887. (b.) 887.	Ship, I.	974	17	A. McPhail.	London	Newcastle, N.S.W.	San Francisco.	Coal, 2 passengers.	Decks swept	1 (crew).	N.N.W. 8	Lat. 35° 20' S., Lon. 139° 35' E., S. Pacific.
16 Mar.	"Glenburn" 12 years.	Greenock	(a.) Ll. 100 A 1. (b.) 486.	Ship, I.	1,476	29	A. Johannesen.	R. Shankland, Greenock.	Calcutta	New York	Jute	Loss of gear, &c.	1	N.W. 9	Lat. 35° 50' N., Lon. 64° 50' W., N. Atlantic.
20 Mar.	"Regal" 5 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 1185.	S.S., I.	1,637	23	D. Davies	The "Regal" S.S. Co., Ltd., Liverpool.	Rangoon	London	Rice	Decks swept	1	N.W. 10	About Lat. 44° 40' N., Lon. 9° 20' W., Bay of Biscay.
10 Apr.	"Casablanca" 20 years.	Liverpool	(a.) Ll. 887. (b.) 887.	Barque, I.	583	17	T. Grosart	J. G. Nicolson, Liverpool.	Calcutta	Callao	Sacks	Decks swept	1	S.W. 9	Lat. 53° S., Lon. 154° E., S. Pacific.
13 May	"Dunedin" 14 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 1087.	Ship, I.	1,250	32	A. F. Roberts	Shaw, Savill, & Albion Co., Ltd., London.	Oamaru, N.Z.	London	General, 3 passengers.	Decks swept	2 (crew).	N.E. 10	Lat. 51° 50' S., Lon. 101° 20' W., S. Pacific.
15 May	"Marpesia" 22 years.	Liverpool	(a.) Ll. 488. (b.) 488.	Ship, I.	1,453	25	J. F. Thompson	The Australasian Shipping Co., Ltd., Liverpool.	Cardiff	Coquimbo	Coal	Topmast gave way, &c.	1	—	Lat. 45° N., Lon. 13° W., N. Atlantic.
26 May	"Coolen" 12 years.	Belfast	(a.) Ll. 100 A 1. (b.) 887.	Barque, I.	629	15	L. Hall	J. P. Barkley, Belfast.	Port Louis, Mauritius.	London	Sugar, 1 passenger.	Loss of sails, &c.	1 (crew).	N.W. 11	Lat. 35° 46' S., Lon. 24° 2' E., Indian Ocean.
20 May	"Dharwar" 24 years.	London	(a.) Ll. 100 A 1. (b.) 1087.	Ship, I.	1,300	29	C. W. H. Hutchins.	J. Willis, London.	London	Melbourne	General	Decks swept	1	N.W. 10	Lat. 40° S., Lon. 41° 30' E., Southern Ocean.
11 June	"Killochan" 14 years.	Greenock	(a.) Ll. 100 A 1. (b.) 388.	Ship, W.	1,223	27	W. Manson	R. Ker, Greenock.	Glasgow	Auckland, N.Z.	General	Loss of masts, &c.	1	Squally	Lat. 45° S., Lon. 61° E., Indian Ocean.
2 July	"Wild Rose" New.	Liverpool	(a.) Ll. 100 A 1. (b.) 688.	S.S., I.	92	8	J. Robinson	The "Wild Rose" S.S. Co., Ltd., Liverpool.	Swansea	Belfast	Coal	Loss of bulwarks	1	W. 7	About 3 miles S.W. by W. of the S. Bishop Light, off Pembroke-shire.
8 July	"Andula" 2 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 1186. (b.) 1087.	Ship, I.	2,045	30	D. Mathias	G. W. Roberts, Liverpool.	Calcutta	London	General	Wheel damaged	1	N.W. 11	Lat. 35° 41' S., Lon. 23° 53' E., Indian Ocean.
12 July	"Spray" Age unknown.	Not registered	-	Cutter, W.	8	2	R. Blundell	I. Kay, Transmere, Cheshire.	Liverpool, for fishing	-	Ballast	Swamped; subsequently raised and repaired.	2	N. 6	Between the Bar and the Bar Lightship, Liverpool Bay.
13 July	"Largo Law" 8 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 1587.	Ship, I.	1,587	29	W. Niven	J. and W. Law, Glasgow.	London	Sydney, N.S.W.	General, 3 passengers.	Loss of sails	1 (crew).	Squally	Lat. 10° 10' N., Lon. 27° 20' W., N. Atlantic.
18 July	"Violet" New.	Not registered	-	Pleasure Boat (Cutter), W.	2	1	T. Williamson	Kinghorn, Co. Fife.	Burntisland, Co. Fife.	Kinghorn, Co. Fife.	Ballast	Capsized and sank; after-wards raised.	1	E.S.E. 6	Near Burntisland, Co. Fife.
25 July	"Proceed" 4 years.	Gt. Yarmouth	-	Dandy, W.	64	6	W. Sissons	J. Osborne, Southdown, Suffolk.	Gt. Yarmouth, for fishing	-	Ballast	Explosion of donkey boiler.	2	S.W. 3	Off Terschelling, North Sea.
28 July	"Lark" Age unknown.	Not registered	-	Lug Sail, W.	2	2	C. Pitcher	G. Finnis, Deal	Dover	Deal	Ballast	Capsized and sank; subsequently raised.	1	N.W. 5	The Downs, Kent.
3 Aug.	"Kirkloch" 12 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 488.	Barque, I.	755	18	J. Brennel	A. J. Steel, Liverpool.	Liverpool	Port Adelaide.	General	Decks swept	1	S.S.W. 8	Lat. 40° 34' S., Lon. 58° 38' E., Indian Ocean.
5 Aug.	"Gipsy" New.	Not registered	-	Pilot Boat, W.	About 2	2	-	Llanely Pilots, Llanely.	Llanely, for piloting	-	Ballast, 2 passengers.	Capsized	1 (passenger).	Squally	Berry Headlet, Carmarthenshire.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 21 Aug.	"Java" 8 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 8.87.	Barque, I.	890	17	E. O. M. Korff	P. Deniston, Glasgow.	S. Shields	Valparaiso	Coal	Decks swept and cargo shifted.	1	S.W. 9	Lat. 49° 5' N. Lon. 10° 48' W., N. Atlantic.
23 Aug.	"County of Merioneth" 8 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 8.86.	Barque, I.	1,065	16	W. Meredith	W. Thomas, Liverpool.	Adelaide, Oregon.	Queensdown	Flour	Loss of sails, deck swept, &c.	1	S.W. 12	Lat. 37° 14' S., Lon. 42° W., S. Atlantic.
28 Aug.	"Annie Edith" 15 years.	Not registered.	-	Yacht (Yawl), W.	2	1	J. Martin	Falmouth.	Falmouth, on a pleasure cruise.	-	Ballast, 2 passengers.	Sank; subse- quently raised and repaired.	1 (pas- senger).	S.S.W. 8	Between H.M.S. "Ganges" and the Brack- ish, Abbots Head, Berwickshire.
30 Aug.	"Alice" 12 years.	Newcastle-on-Tyne.	-	Steam Trawler, W.	11	7	— Sinclair	R. Forster, Scots- wood, North- umberland.	Newhaven, for fishing.	-	Ballast	Explosion in fur- nace.	1	W. by S. 2	Off St. Abb's Head, Berwickshire.
30 Aug.	"Mischief" New.	Not registered	-	Yacht (Yawl)	2	3	W. H. Ferguson	Hastings.	Hastings for a pleasure cruise.	-	Ballast	Capsized and sank; subsequently raised & repaired.	2	W.	Near Hastings, Sussex.
3 Sept.	"Alps" 22 years.	Liverpool	-	S.S., I.	1,117	32	W. Owen	The Atlas S. S. Co., Lim., Liver- pool.	Jamaica	New York	General	Decks swept, &c.	1	N.E. 12	N. Atlantic.
7 Sept.	"Curlew" 7 years.	St. John, N.B.	-	Brigantine, W.	331	About 12	— Lewis	S. Schofield, St. John, N.B.	Bahia	New York	Unknown	Part of rigging carried away.	1	—	N. Atlantic.
12 Sept.	"Margaret L." 3 years.	Sydney, U.B.	-	Schooner, W.	169	7	J. Ryan	M. McLeod, Baddeck, C.B.	New York	Point a la Pire, Gua- daloupe.	Unknown	Main boom broken, &c.	1	Squally	Lat. 27° 51' N., Lon. 65° 49' W., N. Pacific.
22 Sept.	"Thomas Hillyard" 14 years.	St. John, N.B.	(a.) B. Ver. 3/8, A 1. 1. for 7 years from 6.87. (b.) 9.88.	Ship, W.	1,500	22	R. Jones	D. V. Roberts, St. John, N.B.	Quebec	Liverpool	Timber	Decks swept	2	— 10	About Lat. 46° 58' N., Lon. 41° 29' W., N. Atlantic.
29 Sept.	"Ghazee" 5 years.	Rochester	(a.) B. Ver. 3/8, A 1. 1. for 6 years from 12.87. (b.) 7.88.	S.S., I.	1,764	49	A. Scotland	The Megui S. S. Co., Lim., London.	Singapore	Hong Kong	Sugar	Damaged by heavy seas.	1	N.N.W. 12	Lat. 18° 30' N., Lon. 111° 35' E., China Sea.
1 Oct.	"Dunrobin" 15 years.	Windsor, N.S.	(a.) B. Ver. 3/8, A 1. 1. for 6 years from 12.87. (b.) 7.88.	Ship, W.	1,375	18	-	C. De W. Smith, Windsor, N.S.	London	New York	General	Decks swept	1	S.W. 9	Lat. 42° 34' N., Lon. 67° 10' W., N. Atlantic.
2 Oct.	"Larnica" 10 years.	Windsor, N.S.	(a.) B. Ver. 3/8, A 1. 1. for 13 years from 9.78. (b.) 8.86.	Ship, W.	1,468	18	-	C. De W. Smith, Windsor, N.S.	London	New York	General	Decks swept	1	S.W. 9	Off the Banks of New- foundland, N. Atlan- tic.
4 Oct.	"G.M.A.C." About 6 years.	Not registered	-	Smack, W.	14	2	G. Colgrove, Junior.	G. Colgrove, Senior, Leigh, Essex.	Leigh, Essex, for fishing.	-	Ballast	Capsized & sank; subsequently raised & repaired.	1	Squally	1 mile S.W. of the Cant Buoy, entrance to River Thames.
5 Oct.	"Romulus" 14 years.	Sunderland	(a.) Ll. 90 A 1. (b.) 2.88.	S.S., I.	922	21	J. A. Peterson	J. H. W. Culliford, Sunder- land.	Riga	London	Oaks and wood.	Steering gear disabled by a heavy sea.	1	W.N.W. 12	Lat. 54° 58' N., Lon. 6° 18' E., North Sea.
6 Oct.	"Tollmen" 10 years.	Liverpool	(a.) Ll. 100 A 1. (b.) 9.87.	S.S., I.	99	7	R. Owen	H. Kneeshaw, Liverpool.	Liverpool	Newry	Wheat	Cargo shifted, and loss of boat.	5	N.W. by W. 6	About 10 miles N.E. of Great Ormes Head, Irish Sea.
12 Oct.	"Alpha" 8 years.	Not registered	-	Lug Sail, W.	1	2	R. Jackson	W. Harlepool.	Harlepool, seeking employment.	-	Ballast	Capsized and sank; subse- quently raised.	1	W.N.W. 6	Harlepool Bay.
17 Oct.	"Robert" 18 years.	Not registered	-	Lug Sail, W.	1	2	-	S. Bond, St. Mar- tin's, Scilly.	St. Martin's, Scilly, for fishing.	-	Ballast	Capsized	2	Squally	Supposed off Tean Is- land, Scilly Isles.
18 Oct.	"Merope" 18 years.	Southampton	(a.) Ll. 18 A 1. (b.) 8.88.	Barque, Com- posite.	1,054	22	C. Thomas	The Shaw, Seville, and Albion Co. Lim., London.	London	Sydney, N.S.W.	General	Decks swept	1	N.E. 10	Lat. 44° S., Lon. 30° E., Southern Ocean.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1883, 2 Dec.	"Eagle" 28 years.	Carnarvon	-	Schooner, W.	81	4	H. Williams	E. Roberts, Carnarvon.	Middlesbrough	Dublin	-	Loss of sails, leaky, &c.	1	S.W. 10	Bardsey Sound, Carnarvonshire.
3 Dec.	"Albany" 26 years.	Adelaide, S.A.	-	S.S., I.	460	45	J. Anthon	The Adelaide S.S. Co., Ltd., Adelaide, S.A.	Fremantle, W.A.	Adelaide, S.A.	General	Explosion of boiler of donkey engine.	4	-	Flinder's Bay, W. Australia.
7 Dec.	"Amicus" 32 years.	Quebec	-	Barque, W.	516	12	J. Harper	Robt. G. & Co., Liverpool.	Glasgow Dock	Ensenada	Coal	Leaky, &c.	1	S.W. 7	6 miles W.S.W. of the Kish Lightship, St. George's Channel.
8 Dec.	"Grecian" 20 years.	London	(a.) Ll.* A 1. (b.) 9.83.	Barque, I.	1,272	20	J. Trowbridge	J. Nourse, London.	Liverpool	Sydney, N.S.W.	General	Deck swept, and cargo shifted.	1	S.S.W. 10	Lat. 37° S., Lon. 152° 2' E., S. Pacific.
13 Dec.	"Snowdrop" Age? unknown.	Not registered	-	Lug Sail, W.	1	1	A. Carroway	-	Deal, for fishing.	-	Ballast	Capized	1	S.E. 6	Off Deal, Kent.
14 Dec.	"Eaton Hall" 13 years.	Liverpool	(a.) Ll.* A 1. (b.) 3.83.	Ship, I.	1,779	28	G. M. Lowrison	S. Williamson, Liverpool.	San Francisco	Sharpness	Wheat	Decks swept	1	S.W. by W. 11	Lat. 49° 24' S., Lon. 48° W., S. Atlantic.
15 Dec.	"Hiawatha" 10 years.	Sackville, N.B.	(a.) B. Ver. 3/3 A.L.I. for 5 years from 8.37. (b.) 8.37.	Barque, W.	390	9	J. Meikle	Copp Brothers, Port Elgin, N.B.	Glasgow	Buenos Ayres	Coal	Loss of mast, &c.	1	W.N.W. 9	Greenock Roads.
19 Dec.	"Fred Atkinson" 1 year.	Grimsby	-	Dandy, W.	55	5	J. Bolder	G. W. Outwin, Grimsby.	Grimsby, for fishing.	-	Ballast	Damage to trawl gear.	1	S.W. 2	About 65 miles S.E. by E. of Spurn Point, Yorkshire.
22 Dec.	"Glendores" 6 years.	Leith	(a.) Ll. 100 A 1. (b.) 6.88.	S.S., I.	1,650	28	J. A. Hodge	The Tyne "Glendores" S.S. Co., Ltd. Newcastle-on-Tyne.	Hamburg	Halifax, N.S.	Sugar and acids.	Decks swept	1	W. 10	Lat. 49° 30' N., Lon. 10° W., N. Atlantic.
22 Dec.	"Sir Wilfred Lawson" 11 years.	Grimsby	-	Dandy, W.	72	10	A. Morgan	H. Smethurst, Grimsby.	Grimsby, for fishing.	-	Ballast	Deck swept	2	S.E. 6	About 200 miles N.E. by N. of Spurn Point, North Sea.
27 Dec.	"Trafalgar" 11 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 10.87.	Ship, I.	1,696	28	J. H. Auld	A. Brown, Glasgow.	Melbourne	Queenstown	Wheat, passenger.	Decks swept	1 (crew).	W. 9	Lat. 49° S., Lon. 167° W., S. Pacific.
1889, 5 Jan.	"Margaret Hair" 23 years.	Plymouth	(a.) Ll. 12 A 1. Cont. 4 years, (b.) 3.56.	Brigantine, W.	170	7	H. Langford	E. Hain, St. Ives, Cornwall.	Cardiff	San Felix de Guxols, Spain.	Coal	Mainmast damaged, boat capsized, &c.	6	E. 9	Off San Felix de Guxols, Spain.
9 Jan.	"Fannie Belle" New.	Grimsby	-	Dandy, W.	86	6	A. Jeaynes	W. Moss, junior, Grimsby.	Grimsby, for fishing.	-	Ballast	Damage to jib in-hauler.	1	S.S.E. 6	About 270 miles N.E. by E. of Spurn Point, North Sea.
17 Jan.	"Mary Mankin" 28 years.	Nassau, N.P.	-	Schooner, W.	12	7	W. Sawyer	J. Love, Green Turtle Cay, Abaco, Bahamas.	Nassau, N.P.	Hope Town, Bahamas.	General, 2 passengers.	Tiller broke, vessel abandoned, but subsequently towed to port.	2 (crew).	S.S.E. 6	Little Harbour Bar, Abaco, Bahamas.
18 Jan.	"Brothers" 16 years.	Not registered	-	Fishing Boat, W.	4	8	J. Banks	W. Hart, Thurso.	Wick, for fishing.	-	Ballast	Swamped in gale; crew only recovered.	8	- 10	Entrance to Pentland Firth.
18 Jan.	"Fane" 16 years.	Grimsby	-	Dandy, W.	65	5	S. Pitcher	Grimsby.	Grimsby, for fishing.	-	Ballast	Loss of cabin funnel.	1	S.W. 4	About 150 miles N.E. of Spurn Point, North Sea.
19 Jan.	"The Friend's Goodwill" 8 years.	Grimsby	-	Dandy, W.	72	5	W. Spice	C. Jeffs, junior, Grimsby.	Grimsby, for fishing.	-	Ballast	Deck swept	1	W.N.W. 6	About 160 miles N.E. of Spurn Point, North Sea.
28 Jan.	"Clara" 10 years.	Plymouth	-	Schooner, W.	86	5	W. Mawson	W. G. Orinks, Plymouth.	St. John's, N.F.L.	Oporto	Fish	Loss of main boom, &c.	1	N.W. 9	Lat. 46° 50' N., Lon. 25° 14' W., N. Atlantic.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

3 Feb.	"Fama Lawson"	Whitby	(a.) Ll. 90 A 1. (b.) 1383.	S.S., I.	636	17	J. Davies	-	T. Turnbull, Whitby.	Bilbao	-	Middlesbro'	Iron Ore	-	1	N.W. 10	Lat. 48° 1' N. Lon. 9° 9' W., Bay of Biscay.
6 Feb.	"Mazippa"	Hull	(a.) Ll. 10 A 1. (b.) 986.	Ketch, W.	95	5	A. Dobson	-	W. Lengfield & C. Ward,	Hull, for fishing.	-	Ballast	-	-	1	W. 6	106 miles N.E. by E. of Spurn Point, North Sea.
8 Feb.	"Bootsvain"	Guernsey	-	Brig, W.	228	8	J. Parsons	-	F. Manuelle, London.	Shields	-	Devonport	Coal	-	1	N.W. 10	106 miles off Whitby, Yorkshire.
8 Feb.	"Rover"	Lowestoft	-	Dandy, W.	40	5	D. Smith	-	J. J. Colby, Suffolk.	Lowestoft, for fishing.	-	Ballast	-	-	1	N.W. 10	About 60 miles E.S.E. of Lowestoft, North Sea.
8 Feb.	"Victor"	Banff	(a.) Ll. 11 A 1. cont. 7 A 1. (b.) 388.	Schooner, W.	111	5	W. Laverton	-	C. Taylor, Boro- rowsness.	Cronarty	-	London	Potatoes	-	1	N.N.W. 10	About 1 mile E. of Buchan- ness, Aberdeenshire.
9 Feb.	"Albion"	Gt. Yarmouth	-	Dandy, W.	41	6	C. Thurston	-	E. Layton, Gt. Yarmouth.	Yarmouth, for fishing.	-	Ballast	-	-	1	N.W. 7	Black Bank, North Sea.
9 Feb.	"Augustina"	Grimaby	-	Dandy, W.	79	5	J. B. Jones	-	J. Guzewell, jun., Grimaby.	Grimaby, for fishing.	-	Ballast	-	-	1	N.W. 11	About 160 miles E.N.E. of Spurn Point, North Sea.
9 Feb.	"Arizona"	Grimaby	-	Dandy, W.	88	9	J. Offord	-	J. Guzewell, Cleethorpe.	Grimaby, for fishing.	-	Ballast	-	-	2	N. 12	About 180 miles N.E. of Spurn Point, North Sea.
9 Feb.	"Benavon"	Glasgow	-	Barque, Steel.	1,433	24	J. Brock	-	H. J. Watson, Glasgow.	Hamburgh	-	Sydney, N.S.W.	General	-	1	N.W. 12	North Sea.
9 Feb.	"Cameness"	Hull	(a.) Ll. 100 A 1. (b.) 686.	S.S., I.	79	8	W. Stockton	-	W. Leyman, Hull.	Hull, for fishing.	-	Ballast	-	-	1	N. by E. 7	160 miles N.E. by N. of Spurn Point, North Sea.
9 Feb.	"Charles H. Spurgeon"	Grimaby	-	Dandy, W.	94	5	J. W. Reveller	-	W. Empson, Grimaby.	Grimaby, for fishing.	-	Ballast	-	-	2	N. 12	About 140 miles N.E. by E. of Spurn Point, North Sea.
9 Feb.	"Ereol"	Hull	-	Ketch, W.	73	5	J. Kally	-	T. J. Boyd, Hull	Hull, for fishing.	-	Ballast	-	-	1	N. 9	180 miles E.N.E. of Spurn Point, North Sea.
9 Feb.	"Hero of Kharloun"	Grimaby	(a.) Ll. 12 A 1. (b.) 688.	Dandy, W.	88	5	R. Pearce	-	J. W. Haylock, Grimaby.	Grimaby, for fishing.	-	Ballast	-	-	1	N.W. 4	About 13 miles E. by N. of Spurn Point, York- shire.
9 Feb.	"Hercine"	Grimaby	-	Dandy, W.	60	6	G. Hart	-	The Gt. Grimby Ice Co., Ltd., Grimaby.	Grimaby, for fishing.	-	Ballast	-	-	1	N.N.W. 10.	About 85 miles E. of Spurn Point, York- shire.
9 Feb.	"Merit"	Grimaby	-	Dandy, W.	72	8	G. Clover	-	Grimaby	Grimaby, for fishing.	-	Ballast	-	-	1	W.N.W. 12	About 190 miles N.E. by N. of Spurn Point, North Sea.
9 Feb.	"Nyanza"	Grimaby	-	Dandy, W.	68	5	J. Radzee	-	G. L. Alward, Grimaby.	Grimaby, for fishing.	-	Ballast	-	-	1	N. by W. 10	About 70 miles N.E. by E. of Spurn Point, North Sea.
9 Feb.	"Pioneer"	N. Shields	(a.) Ll. 9 A — (b.) 835.	S.S., W.	10	8	A. Peter	-	The Pioneer Fishing Society Ltd., N. Shields.	N. Shields, for fishing.	-	Ballast	-	-	1	N. 10	Scarborough Roadstead, Yorkshire.
9 Feb.	"Trio"	Grimaby	-	Dandy, W.	67	5	J. Nichols	-	J. Gidley, London, Liverpool.	Grimaby, for fishing.	-	Ballast	-	-	1	N.W. 10	About 50 miles E. by N. of Spurn Point, York- shire.
12 Feb.	"Ludgate Hill"	Liverpool	(a.) Ll. 100 A 1. (b.) 189.	S.S., Steel	2,635	54	J. Brown	-	The S.S. "Ind- gate Hill" Co., London.	New York	-	London	General and cattle.	-	1	— 12	About Lat. 41° 39' N., Lon. 60° 33' W., N. Atlantic.
13 Feb.	"Northern Belle"	London	(a.) Ll. 11 A 1. (b.) 1037.	Ketch, W.	75	3	B. Bennett	-	H. Hawkins, London.	Dunkirk	-	London	Phosphate of lime.	-	1	S.W. by W. 7	25 miles N. of Dunkirk, North Sea.
14 Feb.	"Delhi"	Glasgow	-	S.S., I.	1,293	28	G. Thomson	-	W. H. Raeburn, Glasgow.	Cardiff	-	Alcoa Bay	Coal, 2 pas- sengers, and rudder chain broken.	-	1	W.S.W. 10	About 18 miles N.W. of the Longships, off Cornwall.
20 Feb.	"Helena"	Not registered	-	Lug Sail, W.	1	2	J. Miller, Beer	-	Devonshire.	Beer, Devonshire, for fishing.	-	Ballast	-	-	1	N.W. 7	Near Beer, Devonshire.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) CASUALTIES FROM OTHER CAUSES—cont.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No of Lives Lost.	Wind.	Place of Casualty.
1889. 25 Feb.	No name - 5 years.	Not registered	-	Trading Yawl, W.	3	3	W. Taylors, Flooka, Orkney Isles.	Flooka, Orkney Isles.	-	-	Ballast	Capized	2	W.S.W. 10	Off S. Ronaldsabay, Orkney Isles.
26 Feb.	"Lord O'Neill" 5 years.	Belfast	(a.) Ll. 100 A 1. (b.) 6.88.	S.S., I.	1,816	32	A. Ferris - T. S. Dixon and Sons, Belfast.	Baltimore	Glasgow and Belfast.	-	General	Decks swept	4	W.N.W. 10	Lat. 38° 19' N., Lon. 61° 59' W., N. Atlantic.
27 Feb.	"Harville" 10 years.	W. Hardlepool	(a.) Ll. 100 A 1. (b.) 8.88.	S.S., I.	1,141	21	J. Petersen - W. Maclean, W. Hardlepool.	Sebastopol	Gibraltar	-	Wheat	Decks swept	1	W.S.W. 10	60 miles E. of Algiers, Mediterranean.
2 Mar.	"St. Andrew" 17 years.	St. John, N.B.	(a.) B. Ver. 5/6. A. 1. 1. for 2 yrs. from 2.88. (b.) 11.88.	Barque, W.	782	13	H. G. M. Heegstra, John N.B.	Hall and Fairweather, St. John, N.B.	London	New York	-	Chalk	1	W.N.W. 8	Lat. 26° N., Lon. 69° W., N. Atlantic.
19 Mar.	"Look Sharp" 3 years.	Not registered	-	Lugger, W.	5	6	D. Smith - Deli, Lewis.	A. Smith, North Del., Lewis.	Ness, Lewis, for fishing.	-	Ballast	Swamped; subsequently recovered.	6	E.N.E. 10	Off Port of Ness, Lewis, Hebrides.
20 Mar.	"Respect" 6 years.	Not registered	-	Lugger, W.	20	7	J. Mayes, St. Monance, co. Fife.	St. Monance, co. Fife, for fishing.	-	-	Ballast	Loss of sail, &c.	1	E.N.E. 10	3 miles W. of the Isle of May, Firth of Forth.
21 Mar.	"Stant" 13 years.	Glasgow	-	S.S., I.	23	3	J. Sadler - J. Doids, N. Shields.	The Tyne, for fishing.	-	-	Ballast	Sail damaged	2	- 10	About 6 miles E.S.E. of Souter Point, Durham.
25 Mar.	"British Yeoman" 9 years.	Liverpool	(a.) Ll. 100 A 1. Liv. A 1. 1. in red. (b.) 12.87.	Ship, I.	1,898	33	R. E. Hutchison, W. Kershald, Norway.	San Francisco.	Queenstown	-	Wheat	Explosion of donkey boiler.	1	N.W. 4	Queenstown Harbour, co. Cork.
26 Mar.	"Emeralda" 25 years.	Norway	-	Barque, W.	225	9	H. Harriidshaff - W. Kershald, Norway.	Frederikshald, Norway.	Belfast	-	Boards	Loss of deck cargo, rail, &c.	3	N.N.W. 10	About 60 miles N. of the Orkney Isles.
26 Mar.	"Mysterious" 10 years.	Grimsby	-	Dandy, W.	76	5	J. Willmere - J. Plastow, Grimsby.	Grimsby, for fishing.	-	-	Ballast	Deck swept	1	N.W. 6	About 15 miles N.E. of Spurn Point, off Yorkshire.
27 Mar.	"Freedom" 5 years.	Hull	(a.) Ll. 12 A 1. (b.) 12.84.	Ketch, W.	86	5	G. F. Jackson - The New Zealand Shipping Co., Christchurch, N.Z.	Hull, for fishing.	-	-	Ballast	Deck swept	1	N.N.E. 7	230 miles E.N.E. of Spurn Point, North Sea.
28 Mar.	"Turkine" 21 years.	London	(a.) Ll. *A 1. (b.) 1.88.	Ship, I.	1,189	33	- Power - G. Stephens, Beadnell, Northumberland.	Glasgow, N.Z.	London	-	General	Decks swept	1	S.E. 9	Lat. 22° 27' S., Lon. 24° 9' W., S. Atlantic.
1 April	"St. Bede" 8 years.	Not registered	-	Coble, W.	3	4	W. Stock, Lowestoft.	Beadnell, Northumberland, for fishing.	-	-	Ballast	Sank; subsequently raised and repaired. Tackle carried away.	3	W.N.W. 6	Near Beadnell Point, Northumberland.
4 April	"Ocean Queen" 6 years.	Lowestoft	-	Dandy, W.	38	5	J. Spriggs - The Mersey Steamship Co., Lim., Liverpool.	Plymouth, for fishing.	-	-	Ballast	-	1	N.W. 6	30 miles N.E. by N. of the Orkney Isles, off Cornwall.
8 April	"Mogadore" 17 years.	Liverpool	-	S.S., I.	612	22	R. Larke - W. Dusting, Saltash, Cornwall.	Saffi, Morocco.	London	-	General, 20 passengers.	Decks swept	5 (3 crew & 2 passrs.)	N.W. 5	4 miles N.W. by N. of Azamor, Morocco, N. Atlantic.
26 April	"Caledonia" 38 years.	Plymouth	-	Schooner, I.	160	6	I. Cundy - F. Davis, Landport, Hants.	Fowey	Weston Point.	-	China stone	Main boom broken.	1	S.S.W. 6	About 6 miles E.S.E. of the Lizard, Cornwall.
30 April	"Blue Bell" 23 years.	Portsmouth	-	Ketch, W.	28	2	W. G. Price - The Cardiff S.S. Co., Lim., Cardiff.	Felixstowe	Shotley	-	Shingle	Sank; subsequently raised and repaired.	1	S. 4	Off Felixstowe, Essex.
30 April	"Garonne" 5 years.	Cardiff	(a.) Ll. 100 A 1. (b.) 2.89.	S.S., I.	684	18	T. Gerwin -	Cardiff	Venice	-	Coal, 1 passenger.	Decks swept	1 (crew).	S.E. 9	30 miles S.W. of the Longships, English Channel.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Appendix C., Table 3.—Detailed Statement of Casualties involving TOTAL LOSS OF VESSEL, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in four divisions, viz.: (1) Foundering, (2) Strandings, (3) Collisions, (4) Other Causes.

Note.—Casualties on the North American Lakes are tabulated as "River and Harbour Casualties."

(1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 10 May	"William Elgin" 18 years.	Not registered	-	Schooner, W.	156	7	J. Savage	W. Savage, Wellington tario.	Oswego, U.S.A.	Belleville, Ontario.	Coal	-	W. -	16 miles N.W. of Oswego, U.S.A., Lake Ontario.
5 July	"Thomas Pebley" 42 years.	Dublin	-	S.S., W.	5	6	-	-	Lying in Ringsend Basin, Dublin.	-	Ballast	-	-	Ringsend Basin, Dublin.
14 July	"Benowa" 23 years.	Brisbane	-	S.S., W.	51	4	J. Lucas	The Commercial Bank of Australasia, Lim., Brisbane. River Nepean, River Macintyre, Lim., Samarra, Ontario.	Lying at South Brisbane.	-	Railway material.	1	-	Government Wharf, South Brisbane, Queensland.
8 Aug.	"Belle Wilson" 7 years.	Pictou, Ontario.	-	S.S., W.	119	11	G. W. McGregor	The Commercial Bank of Australasia, Lim., Samarra, Ontario.	Toledo, U.S.A.	Algoma Mill, Canada.	Coal	-	W. 10	7 miles off Thunder Bay Island, U.S.A., Lake Huron.
1 Oct.	"Brandon" 1 year.	Montreal	-	Schooner, W.	517	7	J. G. Smyth	The Montreal Transportation Co., Montreal.	Kingston, Ontario.	Du Luth, U.S.A.	Railway iron.	-	- 9	About 70 miles S.W. of Isle Royale, U.S.A., Lake Superior.
9 Dec. 1889. - Feb.	"Rose" Age unknown. "John Tibbells" 23 years.	Not registered U.S.A.	- -	Steam Tug, I. Schooner, W.	5 142	2 5	J. Peckham J. Minsay	Griffith & Co., London.	Greenwich	Gravesend	Ballast Coal	2 -	E. 2 -	Gravesend, River Thames. 7 miles W. of Port Rowan, Canada, Lake Erie.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1887. - Nov.	"Richard Morwood" 12 years.	St. Catherine's, Ontario.	-	Schooner, W.	268	About 8	-	McPherson, St. Catharine's, Ontario.	Cleveland	Port Arthur	Oil	-	N.W. 10	Grand Island, U.S.A., Lake Michigan.
1888. 3 Sept.	"Dragon" 24 years.	Newcastle-on-Tyne.	-	S.S., I.	583	19	A. M. Walker	The Tyne Steam Shipping Co., Newcastle-on-Tyne.	Newcastle-on-Tyne.	Antwerp	Bricks, coal, and general, 9 passengers.	-	W.S.W. 4	Ouden Doel, River Scheldt, Belgium.
6 Sept.	"Otonabee" 21 years.	Toronto, Ontario.	-	Schooner, W.	225	7	J. Martin	The Muskoka Mill and Lumber Co., Toronto.	Courtwright, Ontario.	Morpeth, Ontario.	Lumber	-	E. -	Near Morpeth, Canada, Lake Erie.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—cont.

D. & Co. of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1888, 1 Oct.	"Timothy Baker" 31 years.	U.S.A.	-	Sailing Barge, W.	215	6	J. H. Boisclair	-	Sagnaw	Tontiwanti	Lumber and shingles.	-	S.W. 9	North Middle Ground, Essex Co., Canada, Lake Ontario.
3 Oct.	"Gibraltar" 34 years.	St. Catherine's, Ontario.	-	Schooner, W.	276	7	G. Manning	M. Manning, De- troit.	Port Huron, Lake Huron.	Port Arthur, Ontario.	Ballast	-	N.E. 4	Near Richmondsville, Sand Beach, U.S.A., Lake Huron.
8 Oct.	"E. M. Foster" 6 years.	Port Dover, Ontario.	-	S.S., I.	94	6	- Glass	Marika, Dobie, & Co., Port Arthur, Canada.	-	Port Huron Michigan.	Pulp bolts	-	N. 5	Near Port Hope, Canada, Lake Ontario.
24 Oct.	"F. V. Specht" 21 years.	Windsor, N.S.	-	Schooner, W.	55	3	-	H. Perrault, Essex, Ontario.	Amherstburg, Canada.	Detroit, U.S.A.	Sand	-	-	Near Windsor, Ontario, Lake Erie.
- Oct.	"City of Montreal" Age unknown.	Not registered	-	S.S., W.	Un- known, say 125	Un- known.	-	-	-	-	Ballast	-	-	Michipicoten Island, Canada, Lake Superior.
1 Nov.	"William Bell" 32 years.	Belfast	-	Brigantine, W.	124	5	J. Gunning	R. Dunn, Newton- ards, Co. Down.	Workington	Donaghadee	Coal	-	N.E. 6	Donaghadee Harbour, Co. Down.
16 Nov.	"Magdalena" 12 years.	Collingwood	-	Steam Tug, W.	13	3	-	F. Strider, Bruce Mines, Ontario.	-	Bruce Mines, Ontario.	Ballast	-	- 10	Grant's Island, Canada, Lake Ontario.
30 Nov.	"Lethy" 48 years.	Liverpool	-	Flat, W.	59	2	T. Holbrook	T. G. Best, Liver- pool.	Widnes	Liverpool	Coal	-	S. 1	Between Hale Head and Ogill Point, River Mersey.
1889, 20 Jan.	"Leo" 31 years.	London	-	Spritsail Barge, W.	34	2	B. Bedster	Vokins & Co., Lim., London.	Charlton	Dartford	Coal	-	N.E. 1	Barking Reach, River Thames.
1 Mar.	"Alert" 28 years.	Hull	-	Snack, W.	21	2	S. P. Mosey	J. Garner, Owston Ferry, Lincoln- shire.	Cliff End, River Trent.	Hull	Potatoes	-	Squally	Between Cliff End and Trent Falls, River Trent.
4 Mar.	"Tiger" 43 years.	Bristol	-	Ketch, W.	79	3	J. Williams	W. Galbraith, Bristol.	Lydney	Barnstaple	Coal	-	E. 6	1 mile from Barnstaple Quay, River Taw.
20 Mar.	"Chester" 59 years.	Beaumaris	-	Schooner, W.	40	3 & pilot.	J. Hughes	T. Roberts, Con- way.	Carnarvon	Morecambe	Slates	-	N.N.E. 10	Morecambe Harbour, Lancas- hire.
21 Mar.	"Emperor" 38 years.	Beaumaris	-	Schooner, W.	65	-	H. Jones	Mrs. R. Evans, Glasgow.	Lying in dock at Amiwch, Anglesea.	-	-	-	N.N.E. 10	Amiwch Harbour, Anglesea.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool, or (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1887. 3 July	"Wyle" - 18 years.	Quebec	-	Ship, W.	799	About 18	-	J. G. Ross, Quebec.	Barbadoes	Montreal	Sugar and molasses.	French S.S. "Henry IV." of Glasgow.	-	-	Commissioner's Wharf, Quebec, River St. Lawrence.
1888. 9 July	Unknown - 9 years.	Not registered	-	Steam Dredger, W.	170	17	-	-	Lying in Belfast Harbour	-	-	S.S. "Saltees," of Glasgow.	-	-	Belfast Harbour.
11 July	"Wasp" - 14 years.	Glasgow	-	S.S., I.	287	15	E. McLaren	J. Langlands, Glasgow.	Glasgow	Liverpool	General	German barque "Hypatia."	-	N. 5	Tunmore Ferry, River Mersey.
25 Aug.	"Eagle" - 33 years.	London	-	S.S., I.	177	17	J. G. Dade	The General Navigation Co., London.	London	Tilbury	Ballast	S.S. "Winston," of W. Hartlepool.	-	W. 2	Limehouse Reach, River Thames.
25 Aug.	"Rapid" - 26 years.	London	-	Spiritsail Barge, W.	37	2	R. Bryce	J. Westwood, London.	Moored in Bugsby's Reach, River Thames.	-	-	Swedish "Hispania," S.S.	-	S.W. 4	Bugsby's Reach, River Thames.
9 Sept.	"Ann" - Age unknown.	Not registered	-	Steam Launch, W.	5	None on board	-	The Northern Marine Engineering Co., Ltd., Shields.	Lying in the River Tyne	River Tyne	Ballast	S.S. "Edward Eccles," of Newcastle-on-Tyne.	-	N.E. 6	Near Cable Dene Dock, River Tyne.
12 Sept.	"Ostrich" - Age unknown.	Not registered	-	Steam Ferry Boat.	About 20	About 7	-	-	Koniah Quay, River Hooghly.	Howrah, River Hooghly.	About 40 passengers.	British unregistered crane boat.	1 (suppressed a passenger).	-	River Hooghly.
20 Sept.	"Five Brothers" - 62 years.	Rochester	-	Spiritsail Barge, W.	33	2	W. Banner	H. Wright, Maidstone.	London	Maidstone	Maize, oats, and wheat.	S.S. "Chalmley," of Whitby.	-	E.N.E. 2	Woolwich Reach, River Thames.
2 Oct.	No Name - Age unknown.	Not registered	-	Boat, W.	1	2	W. Murgitroyd	London	Tower Stairs, River Thames.	Cherry Garden Pier, R. Thames.	-	Steam tug "Secret," of London.	1	Calm	The Pool, River Thames.
23 Oct.	"Triumph" - 5 years.	Sunderland	(a.) Lt. 100 A 1. (b.) 3.83.	S.S., I.	1,301	22	G. Dabner	J. L. Brown, Sunderland.	The Tyne	Leghorn	Railway iron, passengers, Sand	Spanish S.S. "Rivas," of London.	2 (crew).	S.W. 1	Near the Groyne, River Tyne.
1 Nov.	"Four Brothers" - 27 years.	London	-	Spiritsail Barge, W.	34	3	E. P. Drummond	W. Drummond, Canterbury, Kent.	Employed in dredging in the River Thames.	-	-	S.S. "Medway," of London.	1	N. 4	Greenhithe, River Thames.
15 Nov.	"Speedwell" - 14 years.	Milford	-	Smack, W.	23	2	R. Gullian	W. J. Canton, Pembroke.	Hook, Milford Haven.	Solva, Pembrokeshire.	Culm	S.S. "Pembroke," of Liverpool.	-	S.S.W. 5	Off Llangun, River Cleddau.
27 Nov.	"Two Sisters" - 27 years.	Colchester	-	Smack, W.	20	5	P. Sawyer	E. Webber, Brightonsea.	Proceeding to London from fishing in the Ouse Channel.	-	Ballast	German S.S. "Olivia."	2	W.S.W. 5	Woolwich Reach, River Thames.
-	"Mongola" - 5 years.	British India (not registered).	-	S.S., I.	75	13	-	-	Plying in the River Hooghly.	-	Ballast, about 150 passengers.	S.S. "Clive," of Greenock.	38 (say 4 crew and 34 passengers).	-	Calcutta, River Hooghly.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) 'COLLISIONS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau veritas. (b.) Date of last Survey.	Description of Vessel, and whether Loaded or Unloaded.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Packages (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 19 Feb.	"Sydney" Age unknown.	Not registered	-	Barge, W.	30	1	J. R. Baldwin	Wilson & Watson, Woolwich.	Grays	Woolwich	-	S.S. "Duart Castle," of London.	1	W.N.W. 4	Barking Reach, River Thames.
23 Feb.	"White Horse" 14 years.	Not registered	-	Cutter, W.	3	1	S. Good	Plymouth.	Plymouth	Salsash	Ballast	Fishing lugger "Samuel Pim-sell," of Lowestoft.	-	E. 4	Sutton Harbour, Plymouth.
11 Mar.	"Eliza" Age unknown.	Not registered	-	Barge, W.	20	1	C. Porter	W. Ballchin, London.	Moored at Horseleydown, River Thames.	-	-	S.S. "Berwick," of London.	-	N.E. 4	Off Butler's Wharf, Horseleydown, River Thames.
18 Mar.	Unknown. Age unknown.	Not registered	-	Conservancy Barge, W.	About 70	-	-	The Ties Conservancy Board.	-	-	Slag	S.S. "Duke of Devonshire," of Barrow.	-	- 2	River Tees
20 Mar.	"Lea" 22 years.	Guernsey	-	Schooner, W.	164	7	T. F. Ferris	Guernsey.	Guernsey	London	Granite	S.S. "Tanfield," of London.	2	W.S.W. 2	Galleon's Reach, River Thames.
21 Mar.	"Ellen and Elizabeth," 24 years.	Beaumaris	-	Sloop, W.	15	None on board	W. Matthews	T. Williams, Dulais, Anglesea.	Lying at Anglesea.	Anglesea.	Ballast	Schooner "Almwick," of Beaumaris, and other vessels.	-	N.E. 10	Anglesea, Harbour.
1 Apr.	"John" 20 years.	Glasgow	-	Steam lighter, 4	30	3	-	J. S. Munro, Glasgow.	Engaged as a lighter in the River Clyde.	(In tow.)	Unknown	S.S. "State of Georgia," of Glasgow.	-	N.W. by W. 6	Above Dumbarton, River Clyde.
27 Apr.	"Dunvegan Castle" 21 years.	Barrow	-	S.S., I.	77	9	H. Richardson	J. Mawson, Barrow.	Workington	Liverpool	Rails & pig iron, 2 passengers.	S.S. "Colleen Bawn," of Drogheda.	-	S. 1	Opposite Langton Dock, River Mersey.
30 Apr.	"Louisa" 25 years.	Rochester	-	Spiritsail barge, W.	42	2	E. Gee	A. Duke, Greenhithe, Kent.	Grays, Essex	London	Cement, whitening, & chalk.	S.S. "Receipts," of London.	-	S.E. 2	Off Greenhithe, River Thames.
15 May	"George Fox" 33 years.	Sunderland	-	Brig, W.	189	7	C. Barsted	W. Milburn, N. Shields.	Sunderland	London	Coal	Thames dredger, No. 2.	-	N.E. 2	Halfway Reach, River Thames.
22 May	"Cynthia" 9 years.	Glasgow	(a.) Ll. 100 A 1. (b.) 3.89.	S.S., I.	1,410	38	J. Taylor	J. Donaldson, Glasgow.	Glasgow	Montreal	General	S.S. "Polynesia," of Glasgow.	7	W. 5	Opposite Point aux Trembles, River St. Lawrence.
12 June	"L. N. G." New.	Not registered	-	S.S., W.	25	4	J. Hackett	W. Hackett, Quebec.	Used as a customs launch at Quebec.	Quebec.	Ballast, 2 passengers.	Unregistered S.S. "Montreal."	1 (passenger.)	Calm	Quebec Harbour, Canada.
20 June	"Mary Jane Gregory," 34 years.	Dublin	-	Schooner, W.	40	4	J. Grimley	J. Ronaldson, Dublin.	Runcorn	Stornoway	Salt	S.S. "Persian Prince," of Newcastle-on-Tyne.	-	N.E. 2	Off Egrement, River Mersey.
29 June	"Caroline" 34 years.	Gloicester	-	Trow, W.	39	4 and pilot.	S. Wood	T. Wood, Westbury-on-Severn.	Gloicester	Cardiff	Cement	Trow "Happy-go-lucky," of Gloucester.	-	N.E. 2	Severn Bridge, River Severn.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 30 June	"Relief" 2 years.	St. John, N.B.	-	Steam Tug, W.	50	None on board	G. Garrity	P. Glazier, Sunbury Co., N.B.	Lying in Lincoln River, St. John, N.B.	-	Ballast	Burnt	-	-	Lincoln, Sunbury Co., River St. John, New Brunswick.
4 July	"Wallace" 3 years.	Winnipeg	-	Barge, W.	84	-	W. Robinson	Winnipeg, Manitoba.	Bedthroat River.	Selkirk	Lumber and shingles.	Crushed by ice	-	-	Mouth of Red River, Canada, Lake Winnipeg.
23 July	"Britannia" 5 years.	Adelaide	-	S.S., Composite.	103	9	L. Searle	B. M. Fuller, Milang, S.A.	Morgan, S.A.	Wentworth, S.A.	General passengers.	Burnt	-	-	150 miles above Morgan, S.A.
5 Sept.	"Kensmark" 9 years.	St. John, N.B.	-	Barque, W.	627	None on board	D. M. Tenyson	T. Millar, St. John, N.B.	Loading at Campbelltown, N.B.	-	Deals	Burnt	-	Calm	Campbelltown, Restigouche River, New Brunswick.
11 Sept.	"Dora" 7 years.	Cobourg, Ontario.	-	S.S., W.	14	2	J. L. White	Harwood, Ontario.	-	-	Ballast	Burnt	-	-	Harwood, Lake Ontario.
20 Sept.	"Llanfair" 31 years.	Liverpool	-	Flat, W.	52	2	W. Williams	G. T. Raynes, Liverpool.	Llandulas	Buncorn	Lime and limestone.	Leaky, lime got on fire, and vessel burnt.	-	S.E. 4	Buncorn Dock, River Mersey.
8 Oct.	"O. U. Chandler" 7 years.	Dorchester, N.B.	-	Schooner, W.	100	5	R. Munroe	C. U. Chandler, Dorchester, N.B.	St. John, N.B.	Boston, Mass.	Lime and laths.	Burnt	-	S.E. 4	St. John Harbour, New Brunswick.
11 Oct.	"Ella Vose" 13 years.	Windsor, N.S.	(a.) B. Ver. 3/8, 1/11, for 6 years from 4.85. (b.) 4.85.	Barque, W.	884	About 20	J. Doody	Black Brothers, Halifax, N.S.	In dock at New York.	-	Naphtha	Explosion of naphtha; vessel burnt.	-	-	In dock, New York.
21 Nov.	"United" 31 years.	Jersey	-	Dandy, W.	28	4	H. Cartwright	J. Whitley, Jersey.	Bristol	London	Naphtha	Explosion of naphtha.	3	N.W. 6	Bathurst Basin, Bristol, River Avon.
- Nov.	"Audet and Robitaille," 15 years.	Quebec	-	Schooner, W.	101	About 6	-	N. E. Auger, Deschambault, Canada.	Quebec	Montreal	General	Contact with ice	-	-	Off Three Rivers, River St. Lawrence, Canada.
9 Dec.	"Jessie Davies" 4 years.	Sydney, N.S.W.	-	Ketch, W.	29	2	T. Owens	R. Jones, Teese, Kolan Riv., Queensland.	Bundaberg, Queensland.	Rockhampton, Queensland.	Sugar	Burnt	-	N.E.	Kolan River, Queensland.
20 Dec.	"Number 13" 13 years.	Not registered	-	Flat, I.	700	20	-	-	Serajgunje	Calcutta	Jute	Burnt	-	-	Chitpore, Calcutta, River Hooghly.
1889. 4 Jan.	"Chandrabhan" 4 years.	British India (not registered).	-	Pattimar, W.	210	None on board	-	Dhurnasse, Radoss, Bombay.	Bombay	Cochin	Ballast	Burnt	-	W.N.W. 4	Inner Harbour, Cochin, W. Coast of India.
14 Jan.	"No. 11" 15 years.	Not registered	-	Flat, I.	600	18	-	-	Serajgunje	Calcutta	Jute	Burnt	-	-	Serajgunje Ghat, River Brahmaputra.
30 Jan.	"Sea Flower" About 15 years.	Not registered	-	Cutter, W.	7	3	S. Good	Plymouth.	Lying in Supton Harbour, Plymouth.	-	Ballast	Capsize and sank; subsequently broken up.	-	W.N.W. 5	Supton Harbour, Plymouth.
17 Feb.	H.M.S. "Cumberland," 47 years.	-	-	Training Ship, W.	2214	20 officers, and 400 boys.	Capt. Deverall, R.N.	-	Moored in the Firth of Clyde.	-	Ballast	Burnt	-	-	Gareloch, River Clyde.
20 Feb.	"Nile" 31 years.	Portsmouth	-	Ketch, W.	32	None on board	J. Smith, Swanage, Dorsetshire.	-	Anchored in Poole Harbour, Dorsetshire.	-	Ballast	Burnt	-	-	Poole Harbour, Dorsetshire.
21 Mar.	"Hercine" 42 years.	Plymouth	-	Cutter, W.	98	4	W. Maumder	Miss S. M. J. Haulday, Plymouth.	Plymouth, for fishing.	-	Ballast	Strained and damaged by falling over; condemned.	-	N.E. 9	Penzance Harbour, Cornwall.
12 April	"William Duthie" 27 years.	Aberdeen	(a.) Ll. 12 A. 1, cont. 8 yrs. cont. 8 yrs. (b.) 4.85	Barque, W.	954	17	M. Gillen	H. French, Liverpool.	Loading at Chittagong.	-	Jute, 1 passenger.	Burnt	-	N. 2	Chittagong River.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Appendix C.—Table 4.—Detailed Statement of Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1889, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, (3) Other Causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1889. 28 May	"Bavaria" 11 years.	Kingston, Ontario.	-	Schooner, W.	381	8	J. Marshall	The Calvin Co., Farm, Galloo Island, Ontario.	Port Louisie, Ontario.	Kingston, Ontario.	8	S.W. 9	Galloo Island, Lake Ontario.

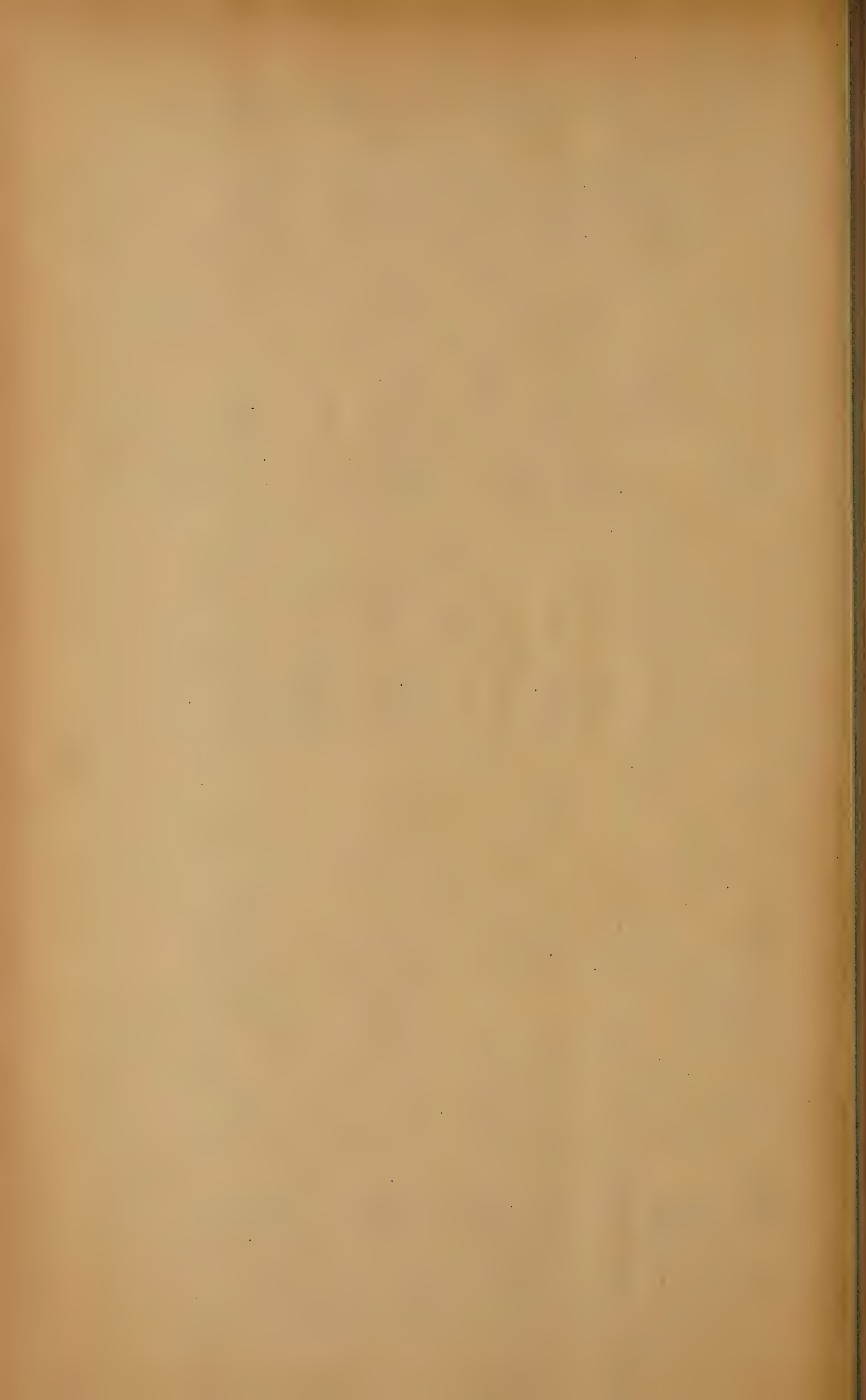
(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 2 April	"Emily" Age unknown.	Not registered	-	Boat, W.	1	4	-	-	Crossing the River Yarra, Victoria.	-	-	S.S. "Excelsior," of Melbourne.	1	-	River Yarra, Victoria.
28 July	"Despatch" Age unknown.	Not registered	-	Steam Ferry Boat, W.	15	3	J. Taylor	The Oreston and Plymouth S.S. Co., Oreston, Devonshire, London.	Plymouth	Oreston, Devonshire.	Ballast, about 40 passengers.	Cutter "Mabel," of Plymouth.	1 (passenger).	W.N.W. 5	Cattewater, Plymouth Harbour.
24 Sept.	"Birthday" 9 years.	London	-	Ketch, W.	65	4	L. Lower	G. A. Rooke, London.	Gt. Yarmouth	London	Ballast	S.S. "Glambanta," of Newcastle-on-Tyne.	1	N.W. 2	Bugsby's Reach, River Thames.
25 Sept.	"Traveler" 21 years.	London	-	Steam Tug, I.	7	4	T. Parker	W. Bennett, London.	Surrey Commercial River Thames.	Limehouse Reach, River Thames.	Ballast	Steam tug "Eclipse," of London.	1	N.E. 4	Near Globe Pier, Limehouse, River Thames.
18 Oct.	"Four Sisters" Age unknown.	Not registered	-	Boat, W.	1	2	W. Moody, London.	-	-	-	-	Spiritsail barge "Black Eagle," of Rochester, and S.S. "Raccoon," of London.	1	S.E. 2	Off Deptford, Cattle Market, River Thames.
6 Dec.	"William" 15 years.	Rochester	-	Spiritsail Barge, W.	37	2	G. Porter	A. Sales, Shooter's Hill, Kent.	Erith	London	-	S.S. "Lutetia," of Newcastle-on-Tyne.	1	E. 1	Erith Reach, River Thames.
8 Dec.	"Recepta" 16 years.	London	(a.) 11. 30 A 1. (b.) 9. 88.	S.S., I.	632	15 and a stow-away.	J. Thain	F. Gordon, Newcastle-on-Tyne.	Newcastle-on-Tyne.	London	Coal	S.S. "Hawk," of London.	1 (stow-away).	Calm	Barking Reach, River Thames.
1889. 26 Jan.	"Confidences" 20 years.	Rochester	-	Spiritsail Barge, W.	36	2	B. Nettingham	Robins & Co., Lim., London.	Northfleet	London	Cement	S.S. "Devonshire," of London.	1	S.W. 5	St. Clement's Reach, River Thames.
26 Jan.	"Content" 21 years.	Rochester	-	Spiritsail Barge, W.	37	2	J. Sutton	Robins & Co., Lim., London.	Northfleet	London	Cement	S.S. "Devonshire," of London.	1	S.W.	St. Clement's Reach, River Thames.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons. Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1888. 24 July	"Español" 17 years.	Spain	(a.) Ll. 100 A 1. (b.) 4.88.	S.S., I.	918	-	Messrs. De Artoget, Bilbao.	Lying at Newport, Mon.	Newport, Mon.	-	Explosion of donkey boiler.	1	-	Alexander Dock, Newport, Mon.
7 Sept.	No name 20 years.	Not registered	-	Fishing Boat (Lug-sail), W.	1	N. Moore, West Sussex.	Wittering, Sussex.	Ensworth, Hampshire.	Chichester, Sussex.	Ballast	Capsized and sunk; subsequently raised.	2	Squally	Emsworth Channel, Chichester Harbour.
10 Sept.	"Pembroke Castle" 6 years.	London	(a.) Ll. 100 A 1. (b.) 9.87.	S.S., Steel	2,660	W. Hay	J. E. Smith, Liverpool.	In dock at Cape Town.	Cape Town.	General, a number of passengers, and coal trimmers.	Fire in cargo	10 (native coal trimmers).	E. 2	Alfred Dock, Cape Town.
29 Sept.	"Lloyd" 12 years.	Norway	-	Barque, W.	454	J. H. Jacobsen	B. Birkeland, Lillesand, Norway.	Loading at Newport, Mon.	Newport, Mon.	Coal, 1 passenger, and 2 coal trimmers.	Explosion of coal gas.	1 (a coal trimmer).	-	Old Dock, Newport, Mon.
5 Oct.	"Pearl" 35 years.	London	-	Spritsail Barge, W.	40	W. Fisher	G. F. Fuller, London.	Erith -	London	River dredgings.	Sank; subsequently raised and repaired.	2	Squally	Erith Rands, River Thames.
28 Oct.	"Messina" Age unknown.	Not registered	-	Sailing Boat, W.	1	-	J. Woods, Liverpool.	King's Dock, River Mersey.	Prince's Landing stage, River Mersey.	Ballast	Capsized	1	S.W. 6	Off Prince's Landing Stage, River Mersey.
1889. 27 Jan.	"Republic" 17 years.	Liverpool	-	S.S., I.	2,187	E. J. Smith	The Oceanic S.N. Co., Ltd., Liverpool.	Liverpool	New York	General, 122 passengers.	Boiler explosion	3 (crew).	W. 4	Pier 45, North River, New York Harbour, U.S.A.
1 Feb.	"Dilbur" 24 years.	London	(a.) Ll. 23 A 1. (b.) 4.85.	Barque, Composite.	1,281	W. H. Norris	G. Lidgett, London.	In tow from dry dock to Fisherman's Quay, W. Hartlepool.	W. Hartlepool.	Ballast, 2 passengers and 2 workmen.	Capsized	1 (a workman).	W.N.W. 4	Central Dock, West Hartlepool.
11 Mar.	"Alexandra" 4 years.	Hull	(a.) Ll. 100 A 1. (b.) 10.86.	Steam Tug, I.	11	H. Tibbles	The Hull, Barnsley, and West Riding Union Steam Tug and Dock Co., Hull.	Lying in Alexandra Dock, Hull.	Alexandra Dock, Hull.	Ballast	Explosion of boiler.	1	-	Alexandra Dock, Hull.
2 April	"Advance" 9 years.	Cardiff	(a.) Ll. 100 A 1. (b.) 12.88.	S.S., I.	865	J. Garrick	M. Thompson, Cardiff.	Loading in Penarth Dock.	Penarth Dock.	Coal	Collapse of furnaces.	1	-	Penarth Dock, Glamorganshire.
9 April	"Pinta" 14 years.	Liverpool	-	Brigantine, W.	199	E. Henman	F. W. Fairbrass, Herne Bay, Kent.	London	Newcastle-on-Tyne.	Ballast	Tackle gave way	1	S.E. 3	River Tyne.
15 April	"Auric" 8 years.	Belfast	(a.) Ll. 100 A 1. (b.) 9.88.	S.S., I.	222	J. Nelson	H. J. Scott, Belfast.	Newport, Mon.	Belfast	Coal, several workmen.	Explosion of boiler.	1 (a workman).	-	Abercorn Basin, Belfast.



SWITZERLAND. No. 1 (1890).

ACCESSION

OF THE

DUTCH COLONIES OF CURAÇAO AND SURINAM

TO THE

INTERNATIONAL UNION

FOR THE

PROTECTION OF INDUSTRIAL PROPERTY.

*Presented to both Houses of Parliament by Command of Her Majesty.
March 1890.*

LONDON:

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Accession of the Dutch Colonies of Curaçao and Surinam
to the International Union for the Protection of
Industrial Property.

No. 1.

M. Vernet to the Marquis of Salisbury.—(Received March 8.)

My Lord, 25, Old Broad Street, London, March 7, 1890.

I HAVE the honour of transmitting to your Lordship the inclosed note from my Government, informing you of the accession of the Dutch Colonies of Curaçao and Surinam to the International Union for the Protection of Industrial Property, which was notified to them by the Government of the Netherlands.

I have, &c.
(Signed) H. VERNET,
Agent and Consul-General for Switzerland.

Inclosure in No. 1.

The President of the Swiss Confederation to the Marquis of Salisbury.

Excellence, Berne, le 28 Février, 1890.

NOUS avons l'honneur d'informer votre Excellence que le Gouvernement des Pays-Bas a décidé d'accéder, pour ses Colonies de Curaçao et de Surinam, à la Convention du 20 Mars, 1883, pour la Protection de la Propriété Industrielle.

La date d'accession est fixée au 1^{er} Juillet prochain.

En priant votre Excellence de vouloir bien prendre acte de cette accession, nous saisissons, &c.

Au nom du Conseil Fédéral Suisse :

Le Président de la Confédération,
(Signé) L. RUCHONNET.

Le Chancelier de la Confédération,
(Signé) RINGIER.

(Translation.)

Your Excellency, Berne, February 28, 1890.

WE have the honour to inform your Excellency that the Netherland Government has decided to accede, on behalf of its Colonies of Curaçao and Surinam, to the Convention of the 20th March, 1883, for the Protection of Industrial Property.

The accession will date from the 1st July next.

In requesting your Excellency to be good enough to take note of this accession, we avail, &c.

In the name of the Swiss Federal Council :

The President of the Confederation,

(Signed) L. RUCHONNET.

The Chancellor of the Confederation,

(Signed) RINGIER.

No. 2.

The Marquis of Salisbury to the President of the Swiss Confederation.

Sir,

Foreign Office, March 13, 1890.

I HAVE the honour to acknowledge the receipt of your Excellency's communication of the 28th ultimo, and to acquaint you that Her Majesty's Government have taken note of the accession of the Dutch Colonies of Curaçao and Surinam to the Convention of the 20th March, 1883, for the Protection of Industrial Property.

I have, &c.

(Signed) SALISBURY.

No. 3.

The Marquis of Salisbury to M. Vernet.

Sir,

Foreign Office, March 13, 1890.

IN reply to your note of the 7th instant, I have the honour to transmit to you my reply to the communication in which the President of the Swiss Confederation announces the accession of the Dutch Colonies of Curaçao and Surinam to the Convention of the 20th March, 1883, for the Protection of Industrial Property.

I have, &c.

(Signed) SALISBURY.

SWITZERLAND. No. 1 (1890).

ACCESSION of the Dutch Colonies of Curaçao and
Surinam to the International Union for the
Protection of Industrial Property.

*Presented to both Houses of Parliament by Com-
mand of Her Majesty. March 1890.*

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